



Final
**Environmental Assessment
Construction and Operation
of
Joint Cargo Aircraft Training and Simulator Facility
at Building 2336**

78th Civil Engineer Group, Environmental Division
Robins Air Force Base, Georgia

May 29, 2009

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FINDING OF NO SIGNIFICANT IMPACT (FONSI)
CONSTRUCTION AND OPERATION OF JOINT CARGO AIRCRAFT (JCA)
TRAINING AND SIMULATOR FACILITY AT BUILDING 2336

Pursuant to the Council on Environmental Quality regulations for implementing the procedural provisions of the National Environmental Policy Act (NEPA) (40 Code of Federal Regulations [CFR] 1500-1508), Department of Defense Directive 6050.1, and 32 CFR Part 989, the 78th Civil Engineer Group, Environmental Division (78 CEG/CEV), has prepared an Environmental Assessment (EA) to identify and evaluate potential effects of construction and operation of a JCA Training and Simulator Facility at Building 2336 at Robins Air Force Base (AFB), Georgia. This EA is incorporated by reference into this finding.

PURPOSE AND NEED

The Georgia Army National Guard (GaARNG) proposes to modify Building 2336 to include construction of a new Joint Cargo Aircraft (JCA) Training and Simulator Facility at Robins AFB. The facility would be collocated with existing operations of H Company, 171st Aviation Training Regiment (171 AVN REGT) of the 78th Aviation Troop Command (78 AVN TC) of the GaARNG at facilities to be vacated by the Georgia Air National Guard (GaANG) when the 116th Air Control Wing (116 ACW) relocates to other Robins AFB facilities. The 78 AVN TC mission requirement is to develop an Aircraft Qualification Schoolhouse for the new C-27J Spartan aircraft in support of the JCA contract and the JCA Joint Program Office. The first C-27J aircraft would be fielded by H Company and would replace C-23C Sherpa aircraft presently operated by the 171 AVN REGT. The purpose for construction and operation of the JCA Training and Simulator Facility is to provide a suitable area for housing cockpit and fuselage simulators and classroom space collocated on the airfield with other facilities necessary for the beddown of the C-27J. Collocation would consolidate the functions of the unit together in the flightline operations area of Robins AFB in keeping with Robins AFB's goal to consolidate "hard" functions and operations directly related to flightline operations to the northern portion of base in those areas associated with the airfield and flightline. The Proposed Action would reuse valuable Air National Guard (ANG) facilities (EA Section 1.1, pages 1 and 2)

As the C-23C transitions out of the Army's inventory, pilots and crewmembers must be trained in the operation and maintenance of the new C-27J aircraft. The facility is needed to house the new flight simulators and fuselage training devices for training and qualification of pilots, flight engineers, and other aircrew who will operate the C-27J, and to provide adjacent classroom space for instruction. (EA Section 1.2, pages 2 and 3)

DESCRIPTION OF THE PROPOSED ACTION

The Proposed Action consists of the construction and operation of a structure to house a new training and simulator facility, and a second, future structure similar to the first. Each building would house a cockpit simulator bay and a fuselage simulator bay separated by a connecting corridor to Building 2336. The cockpit bay would house the flight simulator, a computer room, and a mechanical room. The fuselage bay would house a fuselage training device. The facility would include a ten-foot by ten-foot hydraulic room. The Proposed Action Site is located on the northern portion of the base in the area associated with the airfield and flightline operations. The

property is an approximately 0.62-acre lot on the south side of Building 2336 within the former GaANG campus. The lot is vacant, mowed grass situated between Eagle Avenue, Mustang Street and Centurion Boulevard. (EA Section 2.2, page 6)

Specific to the C-27J training and the first simulators at the JCA Training and Simulator Facility, 50 training contractors would be involved. For each training cycle, approximately 32 military and 22 contractor personnel would use the facility and adjacent administrative and classroom space in Building 2336. Training is projected to take place 24 hours a day, based on student class size, lost training days due to weather, and other contingency factors. Student Pilots would participate in two training flights during the training cycle. Training flights would be under the command of a qualified Instructor Pilot and take place in local Military Operations Areas (MOAs) and the National Airspace System. Scheduled and unscheduled maintenance on the simulators would be required. No maintenance would require special hazardous materials handling procedures, and all maintenance materials and fluids originating from the training facility operation would be tracked and accounted for by the base Hazardous Material Pharmacy in accordance with the Inter-Service Support Agreement (ISSA).

A total of nine C-27J aircraft would be assigned to the Army Aviation Support Facility at Robins AFB. H Company operations (flying and aircraft maintenance) at Robins AFB would be similar to current operations, except for the construction and operation of the new JCA Training and Simulator Facility.

DESCRIPTION OF THE NO-ACTION ALTERNATIVE

Under the No-Action Alternative, no construction would occur at Robins AFB related to the new JCA Training and Simulator Facility, and training and qualification for the new C-27J aircraft would not take place at Robins AFB and likely would be delayed for years. The No-Action Alternative would not meet the JCA Contract requirements to field the first C-27J at Robins AFB, or allow 78 AVN TC to carry out its mission support requirement to develop an Aircraft Qualification Schoolhouse for the new C-27J. Current and anticipated restructuring and revitalization needs would not be met. The Army National Guard (ARNG) would not be able to avoid the need for new construction of hangars, maintenance, and ramp resources as part of the restructure and revitalization of aviation assets. The No-Action alternative would negatively affect the airlift capability and flight safety of the GaARNG and related joint services missions that would rely on the new C-27J aircraft. (EA Section 2.3, page 23)

ALTERNATIVES CONSIDERED BUT NOT CARRIED FORWARD

Alternatives to the Proposed Action were considered by comparing them against the project requirements. Preliminary assessments of the existing, former GaANG facilities and buildings for the new JCA Training and Simulator Facility identified no other existing buildings or facilities (vacant or occupied) that would meet the project requirements, so none were evaluated in the EA. Building 2316 on the West Ramp was initially considered, but did not meet mission needs because of the size of the simulators, the extent of building re-engineering that would be required, and the mission requirement to use this space for flying aircraft maintenance. In addition, the construction and operation of the simulators and equipment in this space would effectively eliminate all or a portion of this hangar building from housing an aircraft. This alternative site did not fully meet the Proposed Action requirements of efficiently using the existing National Guard infrastructure and was therefore eliminated from further evaluation. (EA Section 2.4, pages 23 and 24)

ANTICIPATED ENVIRONMENTAL EFFECTS

Implementation of the Proposed Action would result in no significant adverse direct or indirect effects on environmental resources, and would result in a potential beneficial effect on flight safety and the local economy. Construction of the JCA Training and Simulator Facility would result in a minor, temporary adverse effect on storm water, air quality, hazardous/toxic materials and waste, noise, and transportation. There would be no effect on the other environmental components from construction activities. Operation of the JCA Training and Simulator Facility would result in minor, adverse effects on transportation, and beneficial effects on the socioeconomic environment and flight safety. (EA Section 2.5, pages 24 and 25)

During construction, contractors would use Best Management Practices (BMPs), obtain appropriate permits (Dig Permit from 78 CEG), and remove and dispose of any waste appropriately under governing regulations, thus causing only temporary and insignificant impacts to storm water, air quality, hazardous/toxic materials and waste, the noise environment, and transportation. The Proposed Action has been fully coordinated under provisions of the National Historic Preservation Act, Section 106. No historic properties are present in the project's Area of Potential Effects (APE). Any post-review discoveries of historic properties would be processed under the base's Integrated Cultural Resources Management Plan (ICRMP). Operation of the training facility would cause only insignificant adverse effects on transportation because of a net increase in traffic accessing the base. Operation of the training facility would result in beneficial effects on the local economy from the purchase of goods and services and beneficial effects on flight safety because of the new aircraft and crewmembers trained and certified for its operations. (EA Sections 4.1.1.2 [pages 37 and 38], 4.1.2.2 [pages 38 and 39], 4.1.4.2 [pages 40 and 41], 4.3.3.2 [page 49], 4.3.4.2 [page 50], 4.4.2 [pages 50 and 51], 4.7.2 [page 54], and 4.8.2 [pages 54 to 56]).

Storm Water: Construction of the JCA Training and Simulator Facility would not cause significant adverse impacts to storm water because the base uses Best Management Practices (BMPs) during the course of day-to-day operations, and plans to use BMPs during the construction to control storm water runoff. The proposed construction would impact less than one acre at the Proposed Action Site. The construction would be designed and the existing area would be modified to include low impact development (LID) features, as needed to delay runoff of surface water from high-intensity storm events. Construction would meet applicable building codes, and the building contractor would be required to satisfy all relevant environmental requirements, submittals and permits. No operations at the training facility would occur outdoors, so no adverse impact to surface waters would occur during operation of the facility. (EA Section 4.1.4.2 [pages 40 and 41])

Air Quality: Construction and operations associated with the Proposed Action would not affect air resources to a significant degree. Emissions from construction activities would be of limited quantity and duration, and thus, would be insignificant. Aircraft qualification flights and ground operations at Robins AFB would be similar to former B-1B operations that did not produce a significant impact on air quality. Mobile air emissions would be minor, and would not change air emissions at Robins AFB to a significant degree, when compared to the current total emissions associated with Robins AFB, and would not increase ambient air pollution concentrations above National Ambient Air Quality Standards (NAAQS). (EA Section 4.2.2 [pages 45 and 46])

Hazardous/Toxic Materials and Waste: During construction, hazardous materials, such as fuels for construction equipment and vehicles, would be used and handled in accordance with Robins AFB's Hazardous Waste Management Plan (HWMP) and all applicable regulations. Minor amounts of hazardous waste associated with operation of the training facility would be tracked and accounted for by the base's Hazardous Material Pharmacy in accordance with the ISSA. Universal wastes (fluorescent bulbs) generated from the use of light fixtures would be stored and handled in accordance with the Standards for Universal Waste Management (40 CFR Part 273 and Robins AFB's HWMP. (EA Section 4.3.3.2 [page 49])

Noise: Construction activities would not result in significant adverse impacts to the noise environment because these activities would be short-term, localized, and sufficiently distanced from the nearest sensitive noise receptors. Noise from operation of the training facility would not exceed noise levels associated with existing airfield operations, which do not significantly affect the environment. Increased noise levels associated with the former B-1B operations were mitigated through revision of the AICUZ study and adherence to noise abatement measures within the base air traffic control area, and there was no significant impact from noise in MOAs. Operation of the C-27J would continue to comply with base noise abatement procedures and continue to observe noise sensitive avoidance criteria for MTRs and noise-related Federal Aviation Regulations. (EA Section 4.4.2 [pages 50 and 51])

Socioeconomics: The Proposed Action would produce a short-term, positive effect on the socioeconomic environment from construction expenditures. The Proposed Action would not result in adverse health impacts to children or significant impacts to low-income and/or minority populations. (EA Section 4.7.2 [page 54])

Transportation and Safety: There would be a temporary, insignificant increase in traffic from construction vehicles. Contractors and heavy equipment operators would adhere to all applicable safety regulations and guidelines. Traffic flow would increase slightly in the area of the Proposed Action Site during operation of the new JCA Training and Simulator Facility. The increase in traffic (approximately 108 additional daily round trips) would be insignificant compared to the existing traffic from the approximately 25,584 persons who access the base daily. Flight training would not impact safety because all flights would be under the direct command of a qualified Instructor Pilot; existing training areas would be used; and all flights would adhere to accepted Standard Operating Procedures (SOPs), rules, and regulations for air safety. (EA Section 4.8.2 [pages 54 to 56])

CUMULATIVE IMPACTS

The cumulative effects of the Proposed Action when added to other past, present, and reasonably foreseeable future actions were evaluated and found to be insignificant. Environmental effects associated with the relocation and beddown of H Company to Robins AFB in 2008 were evaluated during past environmental reviews and determined to have no significant impact on the environment. One recently completed project (the new Fire and Crash Rescue Facility on the western side of the airfield) and three planned projects (construction of a new Air Traffic Control Tower [ATCT] and relocation of the 202nd Engineering Installation Squadron [202 EIS] on the western side of the airfield, and construction of a new Aircraft Maintenance Hangar for the 402nd Aircraft Maintenance Group on the northern portion of Robins AFB) would occur in the vicinity of the Proposed Action Site. These projects would take place in an area of about 12 acres between the GaANG apron and Perimeter Road. Two other planned projects (Clear Zone

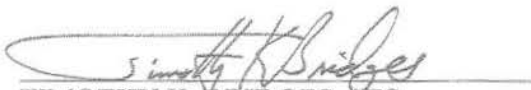
Improvements on the South End of the Runway and Demolition of Buildings 2052 / 2054 and Construction of a New Avionics Facility) would occur on the eastern side of the airfield. Potential direct and cumulative effects of the above-listed future projects would be addressed through environmental reviews, existing permit requirements, and by permit modifications as necessary.

Construction and operation of these projects, including the Proposed Action, would result in a net cumulative increase of 312 personnel who would access this portion of the base daily; a net cumulative increase in impermeable surface area of approximately 12.7 acres; increased daily potable water demand of approximately 7,900 gallons; and a net increase in the generation of office-type solid waste. The construction activities and employee traffic would increase air emissions and noise generation. The cumulative changes would not exceed base infrastructure capacity and would be minor relative to existing base conditions. Evaluation of these projects determined that construction and operation of the JCA Training and Simulator Facility, in combination with the other projects, would produce minor adverse effects on water quality, water supply, solid waste, and traffic, but would not produce significant adverse or significant positive short-term or long-term cumulative effects on environmental resources, other than a positive economic benefit to the local economy. The Proposed Action would not make a significant contribution to potential cumulative effects and the other projects were not identified as significantly impacting these resources. (EA Section 4.9 [pages 56 to 66])

PUBLIC NOTICE

A notice was published on 18 April 2009 in the *Houston Home Journal* inviting the public to review and comment upon the Draft Final EA. A request was also submitted to the Georgia State Clearinghouse on 16 April 2009 requesting review by various state agencies and a review period of 30 days. No comments were received from the public or relevant state agencies. All agency consultation is complete. (EA Appendix B)

FINDING OF NO SIGNIFICANT IMPACT - The Proposed Action entails the construction and operation of a JCA Training and Simulator Facility at Building 2336 on Robins AFB. Based upon my review of the facts and analyses contained in the EA, which is hereby incorporated by reference, I conclude that the Proposed Action will not have a significant impact on the natural or human environment; therefore, an environmental impact statement is not required. This analysis fulfills the requirements of the NEPA, the President's Council on Environmental Quality, and 32 CFR Part 989.


TIMOTHY K. BRIDGES, SES
Command Civil Engineer
Installations and Mission Support

Date: 13 July 09

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for
78th Civil Engineer Group, Environmental Division
Warner Robins Air Logistics Center
Robins Air Force Base, Georgia
Contract No. FA4890-04-D-0005, Delivery Order No. Q608

May 29, 2009

Prepared by

URS Group, Inc.
1000 Abernathy Road NE, Suite 900
Atlanta, Georgia 30328-5648

Kenneth Branton
Delivery Order Manager

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EXECUTIVE SUMMARY

The Georgia Army National Guard (GaARNG) proposes to modify Building 2336 to include construction of a new Joint Cargo Aircraft (JCA) Training and Simulator Facility at Robins Air Force Base (AFB), Georgia. The new JCA Training and Simulator Facility would be used to train and qualify pilots, flight engineers, other crewmembers and future instructors in the operation of the new C-27J Spartan aircraft. The facility would be collocated with existing operations of H Company, 171st Aviation Training Regiment (171 AVN REGT) of the 78th Aviation Troop Command (78 AVN TC) of the GaARNG at facilities vacated by the Georgia Air National Guard (GaANG) when the 116th Air Control Wing (116 ACW) relocated to other Robins AFB facilities.

The 78 AVN TC mission requirement is to develop an Aircraft Qualification Schoolhouse for the new C-27J in support of the JCA contract and the JCA Joint Program Office. The first C-27J aircraft would be fielded by H Company, 171 AVN REGT, which was relocated from Dobbins Air Reserve Base (ARB) in Marietta, Georgia, to Robins AFB on August 5, 2008. The C-27J would replace C-23C Sherpa aircraft presently operated by the 171 AVN REGT. The purpose for construction and operation of the JCA Training and Simulator Facility is to provide a suitable area for housing cockpit and fuselage simulators and classroom space collocated on the airfield with other facilities necessary for beddown of the C-27J. The purpose of collocation is to consolidate the functions of the unit together in the flightline operations area of Robins AFB.

H Company was relocated to Robins AFB on August 5, 2008. Presently, 15 military and three civilian contract maintenance personnel maintain and operate two C-23C aircraft. H Company will retire the C-23C aircraft and replace the aircraft with the C-27J. A total of nine C-27J aircraft would be assigned to the Army Aviation Support Facility at Robins AFB. For each training cycle, approximately 32 military and 22 contractor personnel would use the JCA Training and Simulator Facility and adjacent administrative and classroom space in Building 2336. Training is projected to take place 24 hours a day, based on student class size, lost training days due to weather and other contingency

factors. Student Pilots would participate in two training flights, each of approximately 1.5 hours duration, during the training cycle. Training flights would be under the command of a qualified Instructor Pilot and would use local Military Operations Areas (MOAs) and the National Airspace System. Aside from the new training mission, Company H's ground operations would remain the same.

78th Civil Engineer Group, Environmental Division (78 CEG/CEV) has conducted this Environmental Assessment (EA) to identify and assess potential effects of the Proposed Action: construction and operation of a new JCA Training and Simulator Facility at Robins AFB. This EA evaluated the Proposed Action and No-Action Alternative and summarizes the environmental consequences of implementing the Proposed Action and No-Action Alternative.

The Proposed Action Site selected for the new JCA Training and Simulator Facility is located on the northern portion of the base in the area associated with the airfield and flightline operations. The property is an approximately 0.62-acre lot on the southern side of Building 2336 within the former GaANG campus. The lot is vacant, mowed grass situated between Eagle Avenue, Mustang Street and Centurion Boulevard.

The Proposed Action consists of the construction and operation of a new simulator building and a second, future simulator building similar to and adjacent to the first. The facility would consist of cockpit simulator bays and fuselage simulator bays separated by a connecting corridor to Building 2336. The cockpit bays would house the flight simulators, a computer room and a mechanical room. The fuselage bays would house fuselage training devices. Each simulator building would include a ten-foot by ten-foot hydraulic room.

The No-Action or "status quo" alternative evaluated herein involves no project implementation. Under the No-Action Alternative, there would be no construction at Robins AFB related to the new JCA Training and Simulator Facility. Training and qualification for the new C-27J aircraft would not take place at Robins AFB and likely would be delayed for years. H Company operations at Robins AFB would continue as

they do at present. The No-Action Alternative would not meet the JCA Contract requirements to field the C-27J at Robins AFB or allow the 78 AVN TC to carry out its mission support requirement to develop an Aircraft Qualification Schoolhouse for the new C-27J. The ARNG would not be able to avoid the need for new construction of hangars, maintenance and ramp resources as part of the restructure and revitalization of aviation assets, which include replacing the old C-23C aircraft with the new JCA. The new JCA requires pilot, flight engineer and other crewmember training and qualification in the new aircraft.

The alternatives evaluation included preliminary assessments of the existing, former GaANG facilities and buildings for the new JCA Training and Simulator Facility. One additional alternative site location where a new JCA Training and Simulator Facility potentially could be constructed was identified (Building 2316) and was initially considered as part of the alternatives evaluation. This building did not meet mission needs because of the size of the simulators that would require extensive re-engineering of the building in order to accommodate the simulators, thereby not meeting the requirement to efficiently use existing National Guard infrastructure. Further, the mission requirement had identified this space for use in flying aircraft maintenance, and the construction and operation of the simulator facilities and equipment in this space would effectively eliminate all or a portion of this hangar building from housing an aircraft. This alternative site was therefore eliminated from further evaluation. The Proposed Action Site was the only alternative site evaluated that met all the requirements for the project, and thus is further assessed in this EA. The Proposed Action Site provides the greatest versatility for site development allowing for the development of the site within the required timeframe and meeting all of the requirements for site suitability.

Neither the Proposed Action nor the No-Action Alternative was determined to cause significant adverse short-term or long-term impacts to the environment (**Table 2-2**). Construction of the JCA Training and Simulator Facility would result in minor, temporary effects on the physical environment, air quality, hazardous materials, noise and transportation, and beneficial effects on the socioeconomic environment. Operation of

the proposed training facility would result in minor, adverse effects on transportation and beneficial effects on the socioeconomic environment and safety. The No-Action Alternative would negatively affect the airlift capability and flight safety of the GaARNG and related joint services missions that would rely on the new C-27J aircraft.

Cumulative impacts to the environment resulting from additional projects that are ongoing, recently completed, proposed or anticipated to be implemented in the near future also received evaluation in the EA. Environmental effects associated with H Company's current operations were previously evaluated and determined to have no significant impact on the environment. The construction and operation of the JCA Training and Simulator Facility would produce minor adverse effects on water quality, water supply, solid waste, and traffic, but would not produce significant adverse or significant positive short-term or long-term cumulative effects on these resources. The Proposed Action in combination with the other actions would not produce a significant adverse or significant positive cumulative effect on the remaining environmental resources because the Proposed Action would not make a significant contribution to potential effects, and the other listed projects were not identified as significantly impacting these resources (**Table 2-2**).

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ABBREVIATIONS & ACRONYMS

78 ABW	78th Air Base Wing
78 AVN TC	78th Aviation Troop Command
78 CEG/CEV	78th Civil Engineer Group, Environmental Division
78 OSS	78th Operational Support Squadron
116 ACW	116th Air Control Wing
116 BW	116th Bomb Wing
116 FW	116th Fighter Wing
171 AVN REGT	171st Aviation Regiment
202 EIS	202nd Engineering Installation Squadron
ACHP	Advisory Council On Historic Preservation
ACM	asbestos-containing material
ACW	Air Control Wing
AFB	Air Force Base
AFFF	Aqueous Film Forming Foam
AFMC	Air Force Materiel Command
AFOSH	Air Force Occupational Safety and Health
AICUZ	Air Installation Compatible Use Zone
AMC	Air Mobility Command
ANG	Air National Guard
ARB	Air Reserve Base
ARNG	Army National Guard
ATCT	Air Traffic Control Tower
BASH	Bird/Wildlife Aircraft Strike Hazard
bgs	below ground surface
BMP	Best Management Practice
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CRM	Cultural Resources Manager
CY	Calendar year
CZ	Clear Zone
dB	Decibel
DNL	Day-Night Average Noise Level
DoD	Department of Defense
DRMO	Defense Reutilization and Marketing Office
EA	Environmental Assessment
FEMA	Federal Emergency Management Agency
EIS	Environmental Impact Statement
FY	Fiscal Year
GaANG	Georgia Air National Guard

GaARNG	Georgia Army National Guard
GCZ	Graded Clear Zone
GWTS	Groundwater Treatment System
HPD	Historic Protection Division
HWMP	Hazardous Waste Management Plan
ICRMP	Integrated Cultural Resources Management Plan
ISSA	Inter-Service Support Agreement
ISWMP	Integrated Solid Waste Management Plan
JCA	Joint Cargo Aircraft
Joint STARS	Joint Surveillance Target Attack Radar System
LBP	lead-based paint
LEED	Leadership in Energy and Environmental Design
LID	low impact development
MOA	Military Operations Area
msl	mean sea level
MTR	Military Training Route
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
OSHA	Occupational Safety and Health Administration
PA	Programmatic Agreement
PCB	polychlorinated biphenyl
POV	privately owned vehicle
RCRA	Resource Conservation and Recovery Act
ROD	Record of Decision
SDD	Sustainable Design and Development
SEL	Sound Energy Level
SHPO	State Historic Preservation Office
SOP	Standard Operating Procedure
UFC	Unified Facilities Criteria
USDA	United States Department of Agriculture
USGBC	United States Green Building Council
WR-ALC	Warner Robins-Air Logistics Center

1.0 PURPOSE AND NEED FOR PROPOSED ACTION

78th Civil Engineer Group, Environmental Division (78 CEG/CEV) has conducted this Environmental Assessment (EA) pursuant to the National Environmental Policy Act (NEPA) to identify and assess potential effects of the Proposed Action and the No-Action Alternative as described in **Section 2** and evaluated in **Sections 3 and 4**. The Proposed Action includes the construction and operation of a new Joint Cargo Aircraft (JCA) Training and Simulator Facility at Building 2336 to train aircrews of the 78th Aviation Troop Command (78 AVN TC), Georgia Army National Guard (GaARNG) on the operation of the C-27J Spartan tactical transport aircraft. The 78 AVN TC would operate and support the C-27J and associated training at the West Ramp facilities at Robins Air Force Base (AFB). The Training and Simulator Facility buildings would be constructed to support the installation of two pilot training devices (flight simulators) and two C-27J fuselage training devices designed to train flight crewmembers on the operation of the aircraft. Building 2336 would be modified to include the installation of a connecting corridor leading to the new facility. The purpose and need for action are described in the following sections.

1.1 PURPOSE OF PROPOSED ACTION

The JCA is the U.S. Army / Air Force new joint cargo aircraft. It is central to the Army's Aviation Modernization program, which is a restructure and revitalization of the Army's aviation assets to reflect current and anticipated needs. The JCA is a key component in the Army's fixed wing fleet for transporting time-sensitive, mission-essential cargo and personnel to forward deployments in remote locations. The aircraft would be used for the Army National Guard's (ARNG) mission support role to provide priority airlift capability for personnel and cargo, including its contingency mission to help communities deal with natural disasters and other emergency situations. Fielding of the C-27J will allow the ARNG to retire its old C-23 Sherpa and C-12 Huron aircraft, which have been used for several decades. While the new aircraft will require additional pilot and aircrew training, it would largely avoid the need for new construction of hangars, maintenance, and ramp resources

The purpose for construction and operation of the JCA Training and Simulator Facility is to provide a suitable area for housing simulators and classroom space collocated on the airfield with other facilities necessary for beddown of the C-27J. The purpose of collocation is to consolidate the functions of the unit together in the flightline operations area of Robins AFB, and collocation would serve to improve the functional efficiency of the unit through proximity. The facility would serve as the initial crew training site for Army, Air Force, reserve component and foreign air crew members.

Another purpose for the Proposed Action is to reuse the valuable Air National Guard (ANG) facilities located at Robins AFB when the Georgia Air National Guard (GaANG) 116th Air Control Wing (116 ACW) concurrently relocates to other facilities on base. These facilities were designed and built to support military aircraft and operations, so no major facility construction or renovations would be necessary for the occupation and use by H Company, 171st Aviation Regiment (171 AVN REGT). Building 2336 would be modified/expanded to support the installation of the flight simulators, fuselage training devices, classroom space and support areas.

1.2 NEED FOR PROPOSED ACTION

The 78 AVN TC mission requirement is to develop an Aircraft Qualification Schoolhouse for the new C-27J in support of the JCA contract and the JCA Joint Program Office. The first C-27J aircraft would be fielded by H Company, 171 AVN REGT, 78 AVN TC, which was relocated from Dobbins Air Reserve Base (ARB) in Marietta, Georgia, to Robins AFB on August 5, 2008. H Company presently maintains and operates the C-23C. This aircraft is outdated, having been used for decades. The Army selected the C-27J as the JCA tactical transport for the future to replace the C-23C. As the C-23C transitions out of the Army's inventory, pilots and crewmembers must be trained in the operation and maintenance of the new aircraft.

The first C-27J aircraft would be fielded at Robins AFB, and the JCA contract requires an Aircraft Qualification Schoolhouse. A facility is needed to house the new flight simulators and fuselage training devices for training and qualification of pilots, flight

engineers and other aircrew who will fly the C-27J, and to provide adjacent classroom for instruction. Aircraft qualification training would include Pilot, Instructor Pilot, Acceptance Pilot, Flight Engineer and Flight Engineer Instructor certification for the new aircraft. Course work would include classroom, computer assisted training and aircraft flight instruction on the C-27J aircraft and its systems. The addition of the Training and Simulator Facility to Building 2336 is needed to provide the necessary classroom space and facilities to meet the training requirements.

Robins AFB, as a part of its base realignment plan (Area Development Plan), has proposed the physical relocation of various functions to improve overall effectiveness and efficiency of base functions and operations. The proposed location for the JCA Training and Simulator Facility is in keeping with Robins AFB's goal to consolidate "hard" functions and operations directly related to flightline operations to the northern portion of base in those areas associated with the airfield and flightline.

NEPA requirements help to ensure that environmental information is made available to the public during the decision-making process and prior to actions being taken. 78 CEG/CEV provided an opportunity for public and agency review of, and comment on, the Draft Final EA prior to completion of the Final EA. A public notice was published on 18 April 2009 in the local newspaper, the *Houston Home Journal*, to announce the availability of the Draft Final EA. Copies of the Draft Final EA were sent to the Georgia State Clearinghouse on 16 April 2009 for distribution to relevant state regulatory agencies. Comments received from the public and relevant state agencies during the 30-day review period were incorporated into the Final EA to complete the consultation process. Copies of the public notice and agency correspondence are presented in **Appendix B**.

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2.0 DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES

This chapter presents the considerations used for selecting alternatives, describes the Proposed Action and No-Action Alternative and summarizes the environmental consequences of implementing the Proposed Action and No-Action Alternative. Other potential alternatives that were preliminarily evaluated and subsequently eliminated from further consideration are also discussed briefly in the following sections.

2.1 REQUIREMENTS

Several requirements were identified for the evaluation of alternatives that were based on fulfilling the purpose of developing a JCA Training and Simulator Facility. Alternatives that merit detailed evaluation must meet the following criteria that support the purpose and need for action.

- Compliance with Department of Defense (DoD) minimum force protection construction standards as outlined in *DoD Minimum Antiterrorism Standards for Buildings* (DoD, 2003):
 - a building greater than 150 feet from the controlled perimeter, and
 - a site large enough for a 33-foot standoff distance from the structure.
- Ability to efficiently utilize existing National Guard infrastructure vacated by the GaANG.
- Ability to provide an approximately 0.33-acre site for a structure to house a C-27J cockpit simulator and a fuselage training device, and space for a second, future simulator building.
- Ability to provide siting for a C-27J training facility that includes the following characteristics:
 - Adequate size and dimensions to allow development of current and future training facilities;
 - Site location that would not require extensive re-engineering to accommodate the simulators;
 - Site location that provides existing infrastructure in the form of access roadways and utilities (potable water, sanitary sewer, storm water sewer, electricity and natural gas); and

- Site location that allows for easy pedestrian access between the proposed training area and various proximate destinations such as maintenance hangars and other C-27J operations areas.
- The incorporation of Leadership in Energy and Environmental Design (LEED) elements.

In accordance with the Air Force Sustainable Design and Development (SDD) policy, 31 Jul 07, all Air Force construction projects, regardless of scope or funding source, shall endeavor to use the United States Green Building Council's (USGBC) LEED Green Building Rating Systems as their self-assessment metric. This is consistent with the Energy Policy Act of 2005 and Executive Order 13423.

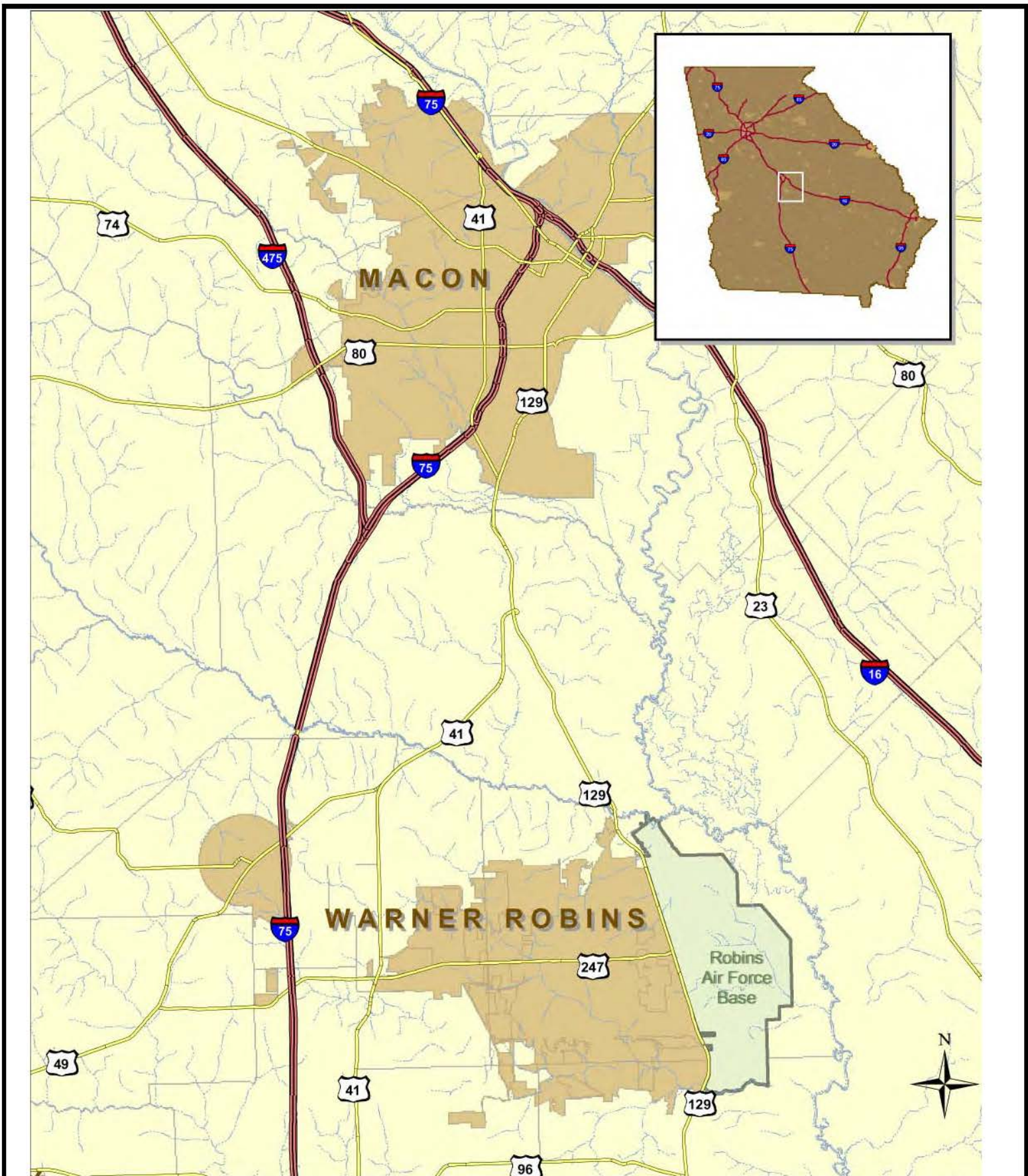
2.2 PROPOSED ACTION DESCRIPTION


This EA addresses the proposed construction and operation of a new JCA Training and Simulator Facility at Robins AFB. Robins AFB is located in Houston County in central Georgia, approximately 100 miles southeast of Atlanta, 18 miles south of Macon, and immediately east of the city of Warner Robins (**Figure 1**). The site selected for the new JCA Training and Simulator Facility, referred to herein as "Proposed Action Site," is an approximately 0.62-acre property on the southern side of Building 2336 within the former GaANG campus (**Figures 2 and 3**). The Proposed Action Site is a vacant, mowed lot between Building 2336 and Mustang Street (**Figure 4**). It is situated between Eagle Avenue, Mustang Street and Centurion Boulevard.

Construction

Specific construction design components for each simulator building of a new JCA Training and Simulator Facility on the Proposed Action Site on the former GaANG campus at Robins AFB would include the following:

- A 27-foot six-inch high bay with standing seam metal roof to house the cockpit simulator, and a 21-foot five-inch high bay with standing seam metal roof to house the fuselage simulator (**Figure 5**).
- One cockpit simulator bay to house the flight simulator, a computer room, and a mechanical room (**Figure 6**).

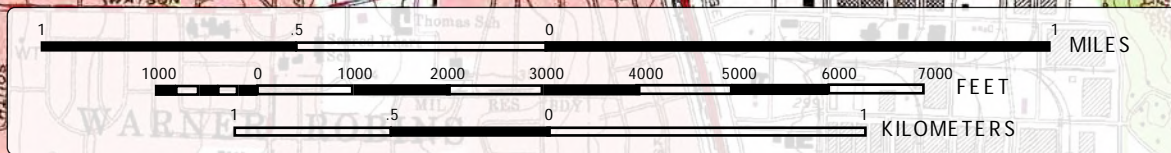


CLIENT:		Robins Air Force Base			TITLE:		Vicinity Map	
PROJECT:		Environmental Assessment, JCA Training and Simulator Facility at Building 2336			PROJ NO.:			15268146.31001
DATE:		February 2009			DRAWN BY:			J. Gross
SCALE:		Unknown			CHECKED BY:			C. Taylor
FILE: H:\proj\robins\EA\JCATrainingFacility\VicinityMap.ai				FIG.:		1		

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Source: Topozone.com
 Warner Robins NE Quadrangle, 1985
 Houston County - Georgia
 7.5 Minute Series (Topographic)

**Proposed Location
 of JCA Training &
 Simulator Facility
 At Building 2336**



CLIENT:		Robins Air Force Base	
PROJECT:		Environmental Assessment, JCA Training and Simulator Facility at Building 2336	
DATE:	February 2009	DESIGNED BY:	
SCALE:	As Shown	DRAWN BY:	J. Gross
FILE:	H:\proj\RAFB\EA\JCATraining Facility\SiteMap.ai	CHECKED BY:	C. Taylor



TITLE:		Site Location Map	
PROJ NO.:	15268146.31001	FIG.:	2

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TITLE:

Location Plan

PROJ. NO.:

15268146.31001

FIGURE:

3



CLIENT:	Robins Air Force Base		
PROJECT:	Environmental Assessment JCA Training and Simulator Facility at Building 2336		
DATE:	February 2009	SOURCE:	
SCALE:	Not to Scale	DRAWN BY:	J. Gross
FILE:	H:\Proj\RAFB\EA\JCA Training Facility\Figure 3 Aerial.ai		
		CHKD BY:	C. Taylor

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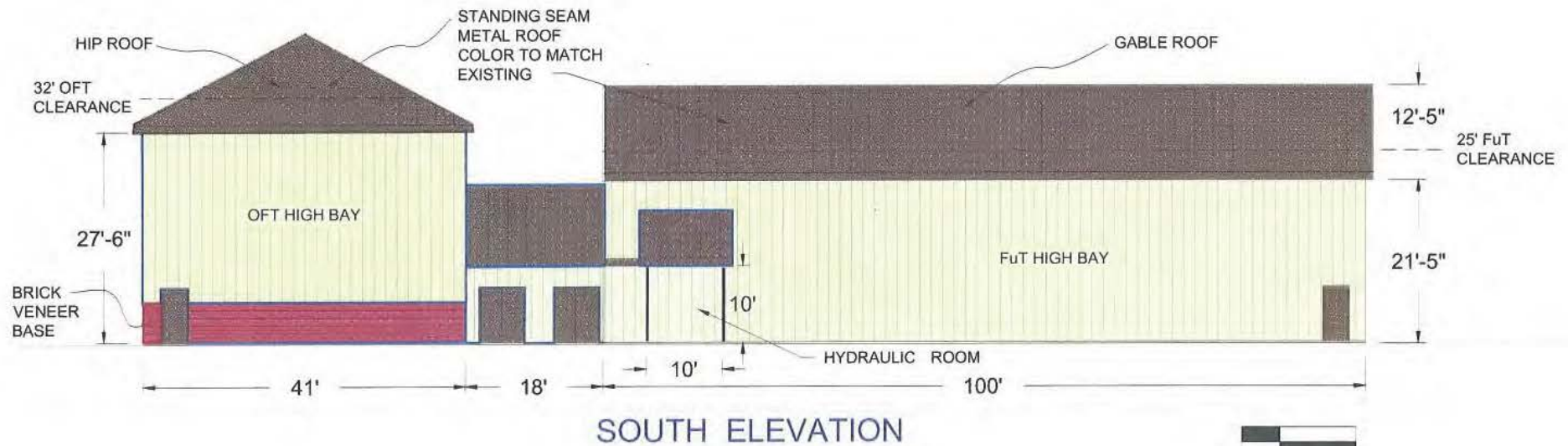
CLIENT: Robins Air Force Base		TITLE: Site Plan	
PROJECT: JCA Training and Simulator Facility at Building 2336		PROJ. NO.: 15268146.31001	
DATE: February 2009	SOURCE: VirtualEarth.com	FIGURE: 4	
SCALE:	DRAWN BY: J. Gross	15268146.31001	
FILE: H:\Proj\RAFB\IEA\JCA\Training\Facility\Figure 4 Prop Siting.ai	CHKD BY: C. Taylor		



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NOTES:

1. INSTALL GUTTERS/DOWNSPOUTS AS REQUIRED.
2. PANEL COLORS TO MATCH EXIST. ADJACENT BLDGS.
3. BRICK VENEER BASE TO MATCH.

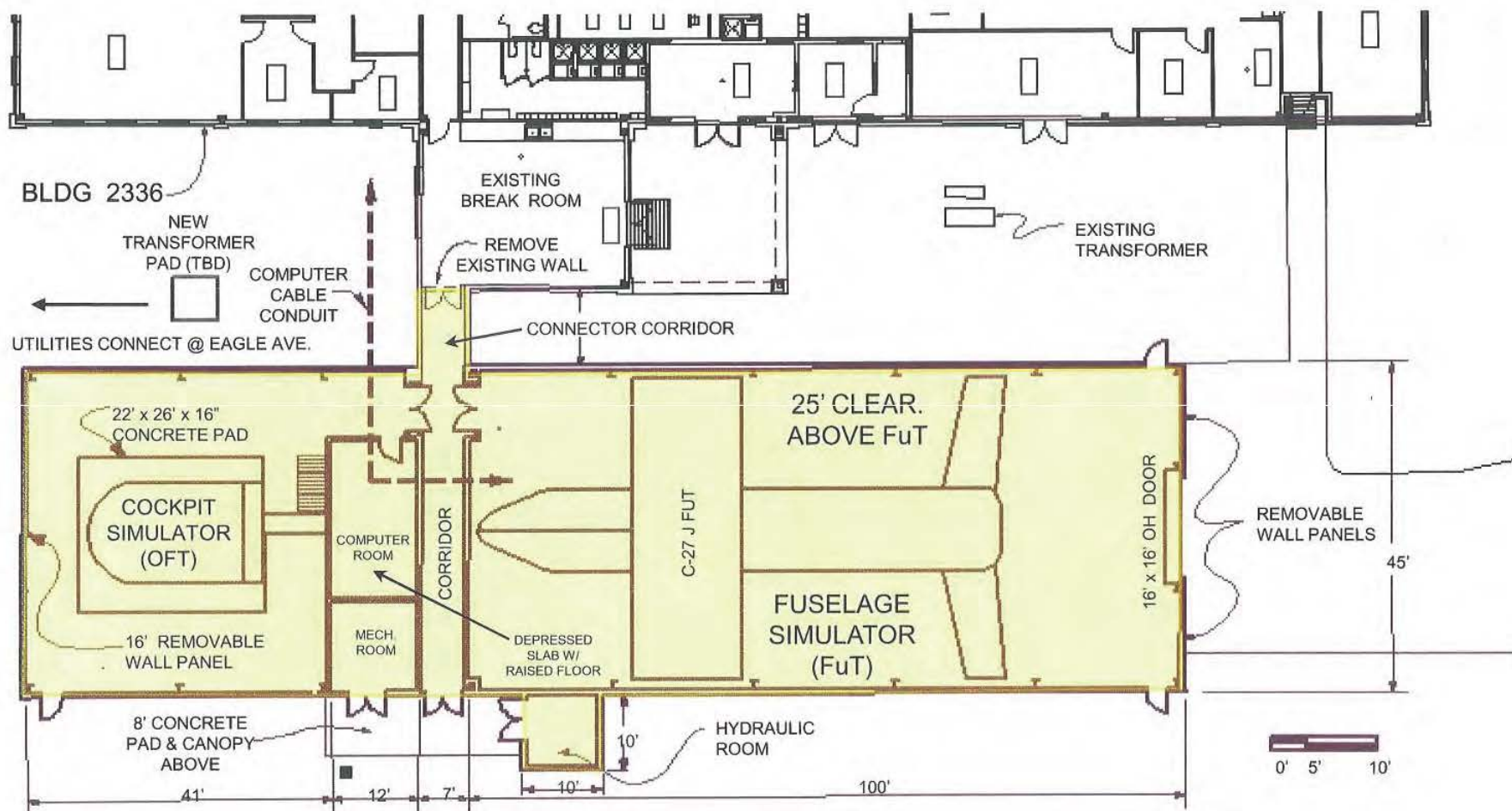


CLIENT: Robins Air Force Base	
PROJECT: Environmental Assessment, JCA Training and Simulator Facility at Building 2336	
DATE: February 2009	SOURCE:
SCALE: As Shown	DRAWN BY: J. Gross
FILE: H:\Pror\RAFB\EA\JCA Simulator\Figure 5 Elevation.ai	CHKD BY: C. Taylor



TITLE: Proposed Elevation Plan	
PROJ. NO.: 15268146.31001	FIGURE: 5

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CLIENT:	Robins Air Force Base	
PROJECT:	Environmental Assessment, JCA Training and Simulator Facility at Building 2336	
DATE:	February 2009	SOURCE:
SCALE:	As Shown	DRAWN BY: J. Gross
FILE:	H:\Pror\RAFB\EA\JCA Simulator\Figure 6 Floor Plan.ai	CHKD BY: C. Taylor



TITLE:	Proposed Floor Plan	
PROJ. NO.:	15268146.31001	FIGURE: 6

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- One fuselage simulator bay to house the fuselage training device.
- A ten-foot by ten-foot hydraulic room.
- A corridor between the two bays that connects the proposed structure to Building 2336.
- Modification of existing Building 2336 to include an access point for the connecting corridor to the training facility.
- Approximate overall building addition dimensions of 45 feet wide, 160 feet long and 39 feet high for the training facility.

The Proposed Action Site allows space for the construction of a future structure to house a second cockpit simulator and fuselage training device.

Operation

H Company was relocated to Robins AFB on August 5, 2008. Presently, 15 military and three civilian contract maintenance personnel operate and maintain two C-23C aircraft. H Company will retire the C-23C aircraft and replace the aircraft with the C-27J. A total of nine C-27J aircraft would be assigned to the Army Aviation Support Facility at Robins AFB. Aside from the new training mission, Company H's ground operations would remain the same, and aircraft would continue to operate in the established Military Operations Areas (MOAs) and use existing Military Training Routes (MTRs).

Current H Company operations are similar to, but less intrusive on the environment than the National Guard's former B-1B mission at Robins AFB. B-1B operations were thoroughly analyzed in the *Final Environmental Impact Statement [EIS] for Proposed Wing Conversion and Airspace Modification* (GaANG, 1995) and the Record of Decision (ROD) signed on January 3, 1996. Findings of these documents, as they relate to H Company operations, are incorporated herein by reference, and the documents are referred to herein as the B-1B EIS and B-1B ROD. Copies of these documents can be obtained from 78 CEG/CEV (Ms. Rebecca Crader, phone number 478-327-8288). These findings are summarized below:

The B-1B EIS addressed the conversion of F-15A/B aircraft of the 116th Fighter Wing (116 FW) at Dobbins ARB, Georgia, to the B-1B aircraft of the 116th

Bomb Wing (116 BW) and the unit relocation to Robins AFB and airspace modifications associated with the creation of the Coastal MOA from an existing complex of permanent and temporary MOAs located over southeastern Georgia, including modification of Restricted Area R-3007.

Unit Relocation to Robins AFB: The relocation of the 116 BW introduced additional aircraft operations and increased the number of personnel assigned to the Robins AFB. This action was determined to have significant impacts on noise and land use, as it related to increased noise levels, and on transportation because of the increased vehicle traffic (**Table 2.1**). This action was determined to have adverse, but insignificant impacts on other environmental components, and beneficial socioeconomic impacts from increased economic activity and increased tax revenue in the area around Robins AFB.

Table 2-1. Summary of Impacts for 116 BW Conversion and Airspace Modifications

Environmental Component	Relocation to Robins AFB	Airspace Modifications
	S = Significant Adverse Effect, I = Insignificant Adverse Effect, B = Beneficial Effect, O = No Impact	
Noise and Land Use	S	I
Transportation	S	O
Air Quality	I	I
Biological Resources	I	I
Water Resources	I	O
Cultural Resources	I	O
Geological Resources	I	O
Hazardous Materials and Waste	I	O
Safety	I	I
Socioeconomic Resources		
(public services)	I	O
(economic effects)	B	O

The following mitigation measures were taken to ensure that adverse effects from relocation of 116 BW operations to Robins AFB were minimized: close coordination with Robins AFB airspace management to ensure that noise abatement procedures were established and followed when operating in the air traffic control area; limiting late evening ground operations, aircraft departures, and night flying operations; revision of the Air Installation Compatible Use Zone

(AICUZ) program; constructing a new gate for accessing the National Guard campus; adherence to BMPs during construction and consultation with the Georgia State Historic Preservation Office (SHPO) as needed; and using BASH information for scheduling MTRs.

Airspace Modification: Airspace modifications included the reconfiguration of the Quick Thrust, Fort Stewart, and Gator MOAs to create the Coastal MOA and modifications to Restricted Area R-3007 to reduce the size of this operations area. These modifications were made to correct existing limitations and to help enhance the quality of training for military aircrews. The reconfiguration of this Special Use Airspace was determined to have adverse, but insignificant impacts on air quality because of the increased level of operations; on noise, land use, and biological resources because of increased noise levels, and on safety because the increased number of operations would increase the statistical possibility of an accident or birdstrike. This action was determined to have no impacts on other environmental components.

The following mitigation measures were taken to ensure that adverse effects from creation and use of the Coastal MOA were minimized: configuring the Coastal MOA to avoid the Wolf Island National Wildlife Refuge and Wilderness Area; use of Standard Operating Procedures (SOPs), including altitudes limitations, regarding operations over or near wilderness areas, wildlife refuges, marine sanctuaries, and critical wildlife nesting areas; and adherence to SOPs regarding military and civil aviation in the area of the Coastal MOA.

The ROD for the B-1B EIS concluded that the mitigation measures, special operating procedures, and airspace revisions to be implemented represented all practical means to avoid harm to the environment, disturbance to quality of life, and detriment to the economics of the region. As stated above, H Company's operations are similar to, but less intrusive on the environment than the National Guard's former B-1B mission at Robins AFB, and aircraft would continue to operate in the established MOAs, use existing MTRs, and adhere to all requirements for the Robins AFB air traffic control area. Changes since the B-1B EIS involve the proposed construction of the simulators and associated training activities and personnel that are the focus for this EA.

Specific to the initial C-27J training and the first JCA Training and Simulator Facility, 50 training contractors (including Ground School, Flight Instruction, Simulator

Maintenance, and Administration) would be involved. For each training cycle, approximately 32 military and 22 contractor personnel (54 total) would use the JCA Training and Simulator Facility and adjacent administrative and classroom space in Building 2336. These personnel and their roles are:

- 32 Students (Military),
- 16 Instructors (Contract),
- 5 Technicians (Contract), and
- 1 Administrator (Contract).

The number of facility personnel would effectively double (to 108 personnel) with the addition of a second, future simulator building.

Scheduled and unscheduled maintenance on the simulators would be required. No maintenance used to maintain the simulators would require special hazardous materials handling procedures. All maintenance materials and fluids originating from the training facility operation would be tracked and accounted for by the base Hazardous Material Pharmacy in accordance with the Inter-Service Support Agreement (ISSA).

Training on the simulators and in C-27J aircraft is projected to take place 24 hours a day, based on student class size, lost training days due to weather and other contingency factors. Training flights would mirror the flight simulator training. Student Pilots would participate in two training flights, under the command of a qualified Instructor Pilot, during the training cycle. Each of the two flights would be approximately 1.5 hours in duration and would take place in the local training area (MOAs) and in the National Airspace System. Training flights could be conducted at any time of the day, but primarily during morning, afternoon, and early evening (for practice using night vision devices).

2.3 NO-ACTION ALTERNATIVE

Under the No-Action Alternative, no construction would occur at Robins AFB related to the new JCA Training and Simulator Facility. Training and qualification for the new C-27J aircraft would not take place at Robins AFB and likely would be delayed for years. H Company operations at Robins AFB would continue as they do at present. The JCA Contract identified Robins AFB as the beddown site for the first operational C-27Js and development of the Aircraft Qualification Schoolhouse because of good weather, available hangar and ramp space and ready access to a low-level training route. The No-Action Alternative would not meet the JCA Contract requirements to field the C-27J at Robins AFB or allow the 78 AVN TC to carry out its mission support requirement to develop an Aircraft Qualification Schoolhouse for the new C-27J. Current and anticipated restructuring and revitalization needs would not be met. The ARNG would not be able to avoid the need for new construction of hangars, maintenance and ramp resources as part of the restructure and revitalization of aviation assets by replacing the old C-12 and C-23C aircraft with the new JCA. The new JCA requires pilot, flight engineer and other crewmember training and qualification in the new aircraft.

2.4 ALTERNATIVES CONSIDERED AND ELIMINATED FROM FURTHER CONSIDERATION

The alternatives evaluation included preliminary assessments of the existing, former GaANG facilities and buildings for the new JCA Training and Simulator Facility. No other existing buildings or facilities (vacant or occupied) were identified at Robins AFB that would meet the project requirements, so none were evaluated in this EA.

One additional alternative site location where a new JCA Training and Simulator Facility potentially could be constructed was identified and was initially considered as part of the alternatives evaluation. Building 2316 on the West Ramp was initially considered. This site is a hangar building located approximately 600 feet northwest of Building 2336 on the former GaANG apron. This building did not meet mission needs because of the size of the simulators that would require extensive re-engineering of the building. Further, the

mission requirement had identified this space for use in flying aircraft maintenance, and the construction and operation of the simulator facilities and equipment in this space would effectively eliminate all or a portion of this hangar building from housing an aircraft, thereby not meeting the requirement to efficiently utilize existing National Guard infrastructure. Because of these reasons, and the fact that this alternative site did not fully meet the Proposed Action requirements for efficiently using the existing National Guard infrastructure as described above, this alternative was eliminated from further evaluation.

The Proposed Action Site was the only alternative site evaluated that met all the requirements for the project, and thus is further assessed in this EA. The Proposed Action Site provides the greatest versatility for site development allowing for the development of the site within the required timeframe and meeting all of the requirements for site suitability.

2.5 COMPARISON OF POTENTIAL EFFECTS

Implementation of either the Proposed Action (construction and operation of the JCA Training and Simulator Facility) or the No-Action Alternative, as detailed in **Section 4** of this document, would result in no significant adverse direct, indirect, or cumulative effects on environmental resource components (**Table 2.2**). Environmental effects associated with H Company's current operations were previously evaluated and determined to have no significant impact on the environment. Construction of the JCA Training and Simulator Facility would result in minor, temporary effects on the physical environment, air quality, hazardous materials, noise and transportation, and beneficial effects on the socioeconomic environment. Operation of the proposed training facility would result in minor, adverse effects on transportation and beneficial effects on the socioeconomic environment and safety. The No-Action Alternative would negatively affect the airlift capability and flight safety of the GaARNG and related joint services missions that would rely on the new C-27J aircraft.

Table 2-2. Comparison of Alternatives Receiving Detailed Evaluation

Phase of Action (C = Construction; O = Operation)		Proposed Action - Construction and Operation of JCA Training and Simulator Facility		No-Action Alternative
		C	O	N/A
Environmental Component		+ = Beneficial Effect, --- = Insignificant Adverse Effect, O = No Effect		
Physical Environment	Topography	O	O	O
	Surface Waters	O	O	O
	Floodplains and Wetlands	O	O	O
	Storm Water	---	O	O
	Geology and Soils	O	O	O
	Groundwater	O	O	O
	Water Supply and Drinking Water	O	O	O
Air Quality		---	O	O
Waste Management and Toxic Materials	Wastewater	O	O	O
	Solid Waste	O	O	O
	Hazardous Materials and Waste	---	O	O
	Toxic Materials	---	O	O
Noise Environment		---	O	O
Biological Environment		O	O	O
Cultural Resources		O	O	O
Socioeconomic Environment		+	+	O
Safety		O	+	---
Transportation		---	---	O
Cumulative Impacts		---	---	---

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3.0 AFFECTED ENVIRONMENT

This section describes the existing environment within the area potentially affected by the Proposed Action and No-Action Alternative. A brief description of the Proposed Action Site is followed by descriptions of the physical environment, air quality, waste management and toxic materials, noise environment, biological environment, cultural resources, socioeconomic environment, and transportation and safety. Discussion of the described elements and resources provides the basis for analysis of potential effects to the environment from the Proposed Action and No-Action Alternative. Environmental impacts associated with the relocation of H Company, 171 AVN REGT, 78 AVN TC from Dobbins ARB in Marietta, Georgia, and beddown at Robins AFB, including aircraft operations and maintenance, are not within the scope of this analysis.

Relevant background on Robins AFB is presented in **Appendix A**. Site-specific information presented in this section is derived from on-site evaluation and information obtained from 78 CEG/CEV, ARNG and other Robins AFB personnel.

The Proposed Action Site is an approximately 0.62-acre vacant, mowed lot located immediately south of Building 2336 and north of Mustang Street within the former GaANG campus on the northern portion of Robins AFB (see **Figures 2 and 3**). The property is immediately southwest of Centurion Boulevard and the former GaANG apron, and is bound on the east by Eagle Avenue, beyond which are personnel parking lots, and on the south by Mustang Street, beyond which is mowed field. The area containing the site is surrounded by chain-link fencing. The Proposed Action Site is located approximately 1,200 feet west of Gate 15 (Air National Guard Main Gate), approximately 2,200 feet from the centerline of Runway 15/33 and 3,500 feet south of the Runway 15 Threshold.

The site has not been previously developed with structures. However, debris generated during initial construction of the airfield has been buried or disposed in the general area of the Proposed Action Site, and buried construction debris required excavation and removal during construction of the Fire and Crash Rescue Facility (located approximately

1,800 feet to the south of the Proposed Action Site). The debris materials from the airfield construction would have consisted of construction debris (concrete, metal and wood) and other inert materials. No environmental concerns are known to exist in association with these materials. The area of the Proposed Action Site is not currently used for disposal purposes.

Underground potable water system lines, storm water sewer lines, sanitary wastewater collection system lines, industrial wastewater lines and electrical lines are located at the periphery of the site, primarily along Eagle Avenue and Mustang Street.

3.1 PHYSICAL ENVIRONMENT

The following description of the physical environment of the study area is based on its principal components: topography, surface waters, floodplains, wetlands, storm water, geology and soils, groundwater and water supply and drinking water.

3.1.1 Topography

Topography at the Proposed Action Site is relatively flat, with an average elevation of approximately 310 feet above mean sea level (msl).

3.1.2 Surface Waters

No natural surface water bodies are located on or adjacent to the Proposed Action Site, and no current operations at, or characteristics of, the site adversely impact surface waters. The nearest natural surface water is an unnamed, intermittent tributary located approximately 2,000 feet south-southwest of the Proposed Action Site.

3.1.3 Floodplains and Wetlands

Based on review of flood insurance rate maps of the Federal Emergency Management Agency (FEMA, 2007), the most recent floodplain map (Robins AFB, 2006) and site

observations, the Proposed Action Site is not located within the 100-year floodplain, nor does the site contain jurisdictional wetlands. No activities or operations at the site directly impact floodplains and wetlands.

3.1.4 Storm Water

The Proposed Action Site does not currently receive storm water runoff from off-site sources. Precipitation falling onto the site infiltrates the site soils or discharges through sheet flows into storm water ditches and drains located adjacent to the site. The ditches and drains are part of the base's storm water collection system.

3.1.5 Geology and Soils

Soils in the vicinity of the Proposed Action Site have been disturbed due to past site development activities, including the clearing and grading of the site. Undisturbed soils in the vicinity of the Proposed Action Site are classified in the county soil survey as "Lucy sand, 0 to 5 percent slopes," which is described as deep, well-drained and somewhat excessively drained soil on uplands (United States Department of Agriculture [USDA], 1967). The site consists of mowed lawn with areas of bare soil. Current site activities and operations do not significantly adversely impact on-site or off-site soils, and soil contamination is not known to exist at the site.

3.1.6 Groundwater

Depth to groundwater in the vicinity of the Proposed Action Site is estimated to fluctuate at an average depth of approximately 40 feet below ground surface (bgs). Current and past operations at the Proposed Action Site are not known to have adversely impacted groundwater conditions. Based on the review of a limited Phase II site investigation report prepared by Shaw Environmental, Inc. (Shaw), in August 2005, depth to groundwater in an area located approximately 400 feet east of the subject property was measured at 41.9 feet bgs. Groundwater contamination was not present in this nearby area.

3.1.7 Water Supply and Drinking Water

Robins AFB is permitted to operate its water supply system under state of Georgia Permit No. CG1530042. By operating in compliance with permit requirements, the base ensures that it meets Federal and Georgia Safe Drinking Water Act requirements.

No groundwater drinking wells are located within the boundaries of the Proposed Action Site. Potable water distribution pipes are located at the periphery of the Proposed Action Site, running parallel to the surrounding roads; potable water is not currently used on site.

3.2 AIR QUALITY

3.2.1 Regional Air Quality

Robins AFB is located in an attainment area, indicating that the National Ambient Air Quality Standards (NAAQS) are being met in Houston County.

3.2.2 Air Emission Sources

Robins AFB is compliant with its Title V permit issued on 14 Nov 03 (Air Quality Permit #9711-153 -0033-V-01-5). Air emissions are not currently produced at the Proposed Action Site.

3.3 WASTE MANAGEMENT AND TOXIC MATERIALS

3.3.1 Wastewater

Base-generated sanitary sewage is treated at Robins AFB's sanitary sewage treatment plant, and effluent is monitored for biological oxygen demand, chemical oxygen demand, coliform bacteria, pH, oil and grease, ammonia, metals, suspended solids and chlorine. Discharges currently are within National Pollutant Discharge Elimination System (NPDES) permit limits.

Sanitary sewer lines parallel the western border of the Proposed Action Site along Eagle Avenue. Industrial wastewater collection lines are located to the south and west, along Mustang Street and Eagle Avenue, respectively. Connections to the sanitary sewer and industrial wastewater collection lines are not currently provided to the Proposed Action Site, as neither waste is generated at that site.

3.3.2 Solid Waste

Solid wastes are generated from all areas of Robins AFB, including base housing, municipal operations, office complexes, industrial facilities and construction/demolition areas. An Integrated Solid Waste Management Plan (ISWMP) has been developed to establish an integrated approach to dealing with solid waste management issues at Robins AFB (Robins AFB, 2008a). The approach includes source reduction, recycling and disposal. Solid wastes that cannot be recycled are collected and transported to the Houston County landfill for disposal. Houston County has committed to providing solid waste disposal services to Robins AFB and has a permitted facility with 40 years of useful life. Approximately 50 years of additional capacity could be acquired through expansion of the landfill if needed. Solid wastes destined for recycling are collected at various locations on base in waste-specific containers or are turned in to the Defense Reutilization and Marketing Office (DRMO).

Solid waste is not generated or stored at the Proposed Action Site. However, debris generated during the initial construction of the nearby airfield has been buried or disposed in the general area of the Proposed Action Site. These materials would have consisted of construction debris (concrete, metal and wood) and other inert materials. No environmental concerns are known to exist in association with these materials. The area of the Proposed Action Site is not currently used for disposal purposes.

3.3.3 Hazardous Materials and Waste

Hazardous materials are stored and handled in accordance with Occupational Safety and Health Administration (OSHA) regulations 29 Code of Federal Regulations (CFR)

1910.1200(e) through (h), *Hazard Communication*. Hazardous waste is managed under the Resource Conservation and Recovery Act (RCRA) *Standards Applicable to Generators of Hazardous Waste* (40 CFR Part 262), Georgia Rule 391-3-11, *Hazardous Waste Management*, and Robins AFB's Hazardous Waste Facility Permit [Hazard Waste Facility Permit HW-064(S)]. Universal waste is stored and handled in accordance with the *Standards for Universal Waste Management* (40 CFR Part 273). All hazardous waste is handled and disposed of in accordance with Robins AFB's *Hazardous Waste Management Plan*, (Robins AFB, 2004), Robins AFB's Hazardous Waste Facility Permit, and all local, state, and Federal regulations.

No hazardous materials are stored and no hazardous waste is currently generated at the Proposed Action Site.

3.3.4 Toxic Materials

Background information relative to toxic materials as it relates to Robins AFB is presented in **Section 12.3** of **Appendix A**.

Permanent building structures, which could contain asbestos-containing materials (ACM) and lead-based paint (LBP), are not located on the Proposed Action Site. In addition, no polychlorinated biphenyl (PCB)-containing equipment is located within the boundaries of the site. Construction of the JCA Training and Simulator Facility will require the modification of Building 2336 to provide a connecting corridor between the existing building and the planned simulator facilities. Comprehensive surveys for ACM and LBP have not been performed for Building 2336. Given the construction date of Building 2336 (approximately 2000), the potential exists for limited quantities of ACM to be present in the building. All identified and potential ACM are addressed and maintained in accordance with applicable state and federal regulations. However, based on the date of construction (post 1978), it is unlikely that LBP or PCB-containing equipment is present in the building.

3.4 NOISE ENVIRONMENT

No significant noise is currently being generated from the Proposed Action Site. Off-site noise is generated by vehicles on the adjacent roadways and aircraft on the nearby airfield. Robins AFB completed noise modeling in 1997 as part of an AICUZ study (Middle Georgia Regional Development Center, 2004). The AICUZ is primarily concerned with identifying areas with elevated noise levels (greater or equal to 65 decibels) in order to promote compatible land uses (65 decibels is the maximum background noise level determined by scientific research to allow acceptable outdoor conversation in a normal voice and is below the sound level established to protect against hearing loss.) On-base personnel expect elevated noise levels and are protected in accordance with DoD and OSHA health and safety requirements, where applicable. The noise modeling contours were based on the Day-Night Average Noise Level (DNL), in units of decibels (dB). The annual average DNL is a descriptor used by the Air Force to assess exposure to aircraft noise, predict community response to various noise levels and identify compatible land uses. Based on the most recent noise contour data, the Proposed Action Site is located in the area subject to levels between 75 and 79 dB DNL (Middle Georgia Regional Development Center, 2004). These decibel levels are equivalent to those produced by a vacuum cleaner, hair dryer or traffic along a busy street. These levels are below the Air Force Occupational Safety and Health (AFOSH)-established exposure limit of 85 decibels (by 8-hour time weighted average) that requires use of Personal Protective Equipment to protect hearing.

3.5 BIOLOGICAL ENVIRONMENT

3.5.1 Flora

The Proposed Action Site and surrounding areas have been disturbed by previous grading and construction activities, and contain mostly developed or impervious surfaces. Flora located at the site includes landscaped grasses.

3.5.2 Fauna

The Proposed Action Site and surrounding areas have been disturbed by previous development activities. The Proposed Action Site consists of landscaped grasses and areas of bare soil that offer minimal habitat for wildlife. No wildlife was observed during the site visit performed in support of this EA.

3.5.3 Endangered, Threatened and Sensitive Species

No threatened, endangered or sensitive plant or animal species or their habitats are located on or adjacent to the Proposed Action Site.

3.6 CULTURAL RESOURCES

The archeological and cultural resources of Robins AFB are summarized in the *Integrated Cultural Resources Management Plan* (ICRMP) (Robins AFB, 2005). The base has been completely surveyed for archaeological sites and historic structures/districts, and the survey work has been reviewed and accepted by the Georgia Department of Natural Resources Historic Preservation Division (HPD) / SHPO. In 2003, an archaeological evaluation and soil survey mapped areas on base with intact soil profiles for future archaeological investigations. This report showed that the soil over the entire airfield and many adjacent areas was found to have been significantly disturbed by construction activities that took place between the mid 1940s and early 1960s. (Robins AFB, 2003).

No archaeological sites have been recorded in the vicinity of the Proposed Action Site. The basewide archaeological assessment determined that the Proposed Action Area does not have the potential for archaeological sites based on physical characteristics and past land use in the area. Furthermore, no structures listed or potentially eligible for listing on the National Register of Historic Places (NRHP) are present. Section 4.5 of Robins AFB's Comprehensive Programmatic Agreement [PA] Between Robins Air Force Base, the Georgia State Historic Preservation Office, and the Advisory Council On Historic

Preservation [ACHP] Regarding all National Register-Eligible Cultural Resources on Robins Air Force Base (8 Aug 08) states, "If construction or other land clearing activities are planned for sites that have been surveyed by an archaeologist and determined not to contain NRHP-eligible archaeological sites, and a report of said survey has been previously provided to the SHPO for review and concurrence, then such activities will not require coordination with the SHPO or the ACHP" (Robins AFB, 2008d).

Furthermore, the PA states that all coordination regarding NRHP-eligible sites has been performed with the twelve tribes associated with Robins AFB as required per Section 106 of the National Historic Preservation Act (NHPA), and indicates that further coordination with the tribes will only be performed when major activities threaten the integrity of NRHP-eligible sites. Therefore, this action has not been formally coordinated with the SHPO, ACHP, or the twelve tribes, though the SHPO did receive a copy of this EA for review and comments via the Georgia Clearinghouse.

In addition, any necessary construction fill or topsoil would be obtained from an existing commercial source fully permitted under applicable laws protecting the environment, and thus interpreted as not requiring NHPA Section 106 consideration specific to the Proposed Action.

3.7 SOCIOECONOMIC ENVIRONMENT

Socioeconomic resources include the basic attributes and resources associated with the human environment. In particular, this includes population and economic activity. Economic activity typically encompasses employment, personal income and industrial growth.

No operations occur at the Proposed Action Site; therefore, no employees or expenditures are currently associated with the Proposed Action Site.

3.8 TRANSPORTATION AND SAFETY

Background information relative to transportation as it relates to Robins AFB is presented in **Section 11.10** of **Appendix A**.

At Robins AFB, safety issues are those that directly affect the protection of human life and property, and principally involve aviation, munitions and fire prevention. In addition, Air Force personnel are protected by observing OSHA, AFOSH standards, Robins AFB safety requirements and RCRA (see **Section 3.3.3**).

No regular operations occur at the Proposed Action Site. The site is located in an area of little traffic congestion and has direct access to Eagle Avenue, Mustang Street, Centurion Boulevard and the flightline. Currently, no transportation or safety issues are associated with the Proposed Action Site or the immediately surrounding roads.

4.0 ENVIRONMENTAL EFFECTS

This chapter describes the potential environmental effects of implementing the Proposed Action and the No-Action Alternative. Potential effects of actions are based on the description of the actions as presented in **Section 2** and existing environmental conditions at the Proposed Action Site as presented in **Section 3**. Environmental effects from the No-Action Alternative address effects as they currently occur or could occur in the future.

4.1 PHYSICAL ENVIRONMENT

4.1.1 Topography

4.1.1.1 No-Action Alternative

Under the No-Action Alternative, the topography of Robins AFB would remain unchanged because no construction would occur. Existing 78 AVN TC operations would continue in their current locations. In addition, the topography at Robins AFB is not currently being significantly impacted by the activities at the subject site. Implementation of the No-Action Alternative would result in neither significant positive nor significant negative effects on the topography at or near Robins AFB.

4.1.1.2 Proposed Action

Construction of JCA Training and Simulator Facility: The construction phase of the Proposed Action would require minimal grading of portions of the Proposed Action Site due to the current almost level topography and based on preliminary information regarding the design of the facility. No significant positive or significant adverse impacts to topography would result from implementation of the Proposed Action. See **Section 4.1.4.2** for potential impacts to surface waters from soil erosion and storm water runoff.

78 AVN TC Operations: No change to, or positive or adverse impacts to topography would result from the operation of the JCA Training and Simulator Facility because no

functions affecting the site topography would occur as a part of the training and aircraft operations.

4.1.2 Surface Waters

4.1.2.1 No-Action Alternative

Implementation of the No-Action Alternative would result in neither significant positive nor significant negative effects to surface waters near Robins AFB because no construction and no changes to 78 AVN TC operations would occur. Surface waters would remain unchanged and surface waters are not currently being significantly impacted by the subject site or activities at the site.

4.1.2.2 Proposed Action

Construction of JCA Training and Simulator Facility: Construction of the JCA Training and Simulator Facility would not cause significant adverse impacts to surface waters because the base requires the use of Best Management Practices (BMPs) during construction operations. BMPs such as silt fencing, hay bales and erosion-control blankets would be used during construction of the training facility to control land disturbance and storm water runoff to prevent significant adverse impacts to surface waters. See **Section 4.1.4.2** for potential impacts to surface waters from soil erosion and storm water runoff during construction activities, and additional BMP information.

78 AVN TC Operations: No 78 AVN TC operations would occur outdoors at the Proposed Action Site that could cause adverse impacts to surface waters. However, 78 AVN TC operations include the parking of aircraft on aprons and privately owned vehicles (POVs) in the nearby parking areas to the west of the Proposed Action site. Approximately 54 POVs per day would be parked in facility parking areas at the site during operation of the initial training facility, and approximately 108 POVs per day would be parked during operation of the second, future training facility. Storm water flowing over the existing impervious parking surfaces and asphalt-paved roads would

flow into the storm sewer system and discharge to various types of on-site storm water interceptor systems.

The base uses BMPs during day-to-day operations to reduce the potential for leaks of liquids from parked aircraft and POVs to adversely affect surface water. The BMPs address the control and cleanup of inadvertent releases of potential contaminants before a release could adversely affect surface water.

4.1.3 Floodplains and Wetlands

4.1.3.1 No-Action Alternative

Under the No-Action Alternative, floodplain characteristics would remain unchanged and wetlands would not be impacted because no construction and no changes to 78 AVN TC operations would occur. In addition, these resources are not currently being significantly impacted by the subject site or activities at the site. Implementation of the No-Action Alternative would cause neither significant positive nor significant negative effects to floodplain characteristics or wetlands near Robins AFB.

4.1.3.2 Proposed Action

The construction of the JCA Training and Simulator Facility and future 78 AVN TC training operations associated with the implementation of the Proposed Action would result in neither significant positive nor significant negative effects on floodplains or wetlands. No changes to the 100-year floodplain or to existing wetland areas near, or receiving storm water runoff from, the site would occur under the Proposed Action.

4.1.4 Storm Water

4.1.4.1 No-Action Alternative

Implementation of the No-Action Alternative would cause neither significant positive nor significant negative effects to storm water near Robins AFB because no changes to storm water or the storm water conveyance system would occur, and currently storm water is not being significantly impacted by the subject site or activities on the site.

4.1.4.2 Proposed Action

Construction of JCA Training and Simulator Facility: Construction of the JCA Training and Simulator Facility would not cause significant adverse impacts to storm water. This is because the base uses BMPs during the course of day-to-day operations, and plans to use BMPs such as silt fencing, hay bales and erosion-control blankets during the construction of the proposed training facility to control storm water runoff to prevent significant adverse impacts.

The proposed construction of the training facility and associated grounds would impact less than one acre at the Proposed Action Site. The excavation of possible debris and fill and grading operations, would increase the potential for soil erosion and degradation of surface water runoff. The new training facility and associated paved areas would cover the majority of the site. Impervious area at the Proposed Action Site would increase, as a greater percentage of the site's surface area would be covered by buildings and pavement, thus increasing the rate and volume of storm water runoff. The construction project would be designed and the existing area would be modified to include low impact development (LID) features, as needed, to sufficiently delay runoff of surface water from high-intensity storms and to control erosion and subsequent sedimentation so as not to cause significant adverse impacts.

In addition to meeting applicable building codes for the construction of the proposed training facility, the building contractor would be required to satisfy all relevant

environmental requirements, submittals and permits related to the proposed construction project. The proposed construction would be less than one acre and would not require coverage under NPDES General Permit 100001 to discharge storm water associated with construction activity. Prior to any ground disturbance, the building contractor would be required to obtain a dig permit from 78th CEG to identify underground utilities and review the base's day-to-day BMP operations and plans. All permit applications would be submitted to 78 CEG/CEV for review prior to final submittal to governing authorities.

78 AVN TC Operations: See **Section 4.1.2.2** regarding the discussion of potential impacts to surface water from storm water runoff. No operations would occur outdoors that would result in adverse impacts to storm water.

4.1.5 Geology and Soils

4.1.5.1 No-Action Alternative

No changes to geology or soils at the subject site or Robins AFB would occur under the No-Action Alternative because construction and no changes to 78 AVN TC operations would occur. In addition, these resources are not currently being significantly impacted by the subject site or activities at the site. Implementation of the No-Action Alternative would cause neither significant positive nor significant negative effects.

4.1.5.2 Proposed Action

Construction of JCA Training and Simulator Facility: Geology would not be affected as a result of construction activities because construction activities would not be deep enough to affect geologic resources. As discussed previously in **Section 4.1.4.2**, construction activities associated with the Proposed Action would increase the potential for soil erosion and the potential for eroded soil to adversely affect the quality of storm water runoff. However, due to the base's use of BMPs during the course of day-to-day construction operations, and plans to use BMPs such as silt fencing, hay bales and erosion blankets during the construction of the JCA Training and Simulator Facility, soil

erosion would be controlled to prevent significant adverse effects on the quality of storm water runoff.

78 AVN TC Operations: Future 78 AVN TC operations associated with the JCA Training and Simulator Facility would result in neither significant positive nor significant negative effects to the geology or soils at Robins AFB because no functions affecting the site geology and soil would occur as part of ground operations and training.

4.1.6 Groundwater

4.1.6.1 No-Action Alternative

Implementation of the No-Action Alternative would result in neither significant positive nor significant negative effects to groundwater because no changes to groundwater resources would occur and groundwater is not currently being significantly impacted by the subject site or activities at the site.

4.1.6.2 Proposed Action

Construction of JCA Training and Simulator Facility: The construction phase of the Proposed Action would not impact groundwater at the site because the new construction would not be deep enough to intersect or affect groundwater. Conducting the Proposed Action would produce neither significant positive nor significant negative effects to groundwater.

78 AVN TC Operations: Future 78 AVN TC operations associated with the Proposed Action would not impact groundwater at Robins AFB and would produce neither significant positive nor significant negative effects on groundwater.

4.1.7 Water Supply and Drinking Water

4.1.7.1 No-Action Alternative

No changes to existing water supply and drinking water resources or usage would occur under the No-Action Alternative because no construction and no changes to 78 AVN TC operations would occur. In addition, these resources are not currently being significantly impacted by the subject site or activities at the site. Implementation of the No-Action Alternative would result in neither significant positive nor significant negative effects on water supply and drinking water.

4.1.7.2 Proposed Action

Implementation of the Proposed Action would not affect the existing water supply at Robins AFB to a significant degree, and overall drinking water consumption at Robins AFB would not increase significantly as a result of the Proposed Action.

Construction of JCA Training and Simulator Facility: Existing water pipes located in the area surrounding the Proposed Action Site construction area would be tied into the new facility during construction of the JCA Training and Simulator Facility. Potential impacts to surface waters and soils from construction activities are discussed in **Sections 4.1.2.2 and 4.1.5.2**, respectively.

Construction activities would be scheduled to minimize disruption of water service to existing users. Water service would be interrupted for a short time period, and the interruption could be scheduled to occur over a weekend to further minimize disruption to customers.

Limited amounts of water would be used for curing of concrete and other related construction activities. The amount required would be insignificant when compared to availability of potable water at Robins AFB.

78 AVN TC Operations: Water use at the new JCA Training and Simulator Facility would consist primarily of sanitary uses by approximately 54 students and training facility personnel and by approximately 108 persons during use of the second, future JCA simulator facility. Water use would be generally consistent with the sanitary water usage by the existing on-base facilities. Because the amount of water that would be drawn from the local water supply is insignificant when compared to the total existing base population (approximately 25,584 military, civilian and contractor personnel) and available water supply, the proposed training operations would not cause significant adverse impacts to the water supply. Potable water usage would increase as a result of the approximately 108 additional personnel that would use the training facility. This would constitute less than 0.5 percent increase in usage of the base's water supply. The current water use is estimated to be approximately a quarter of the available capacity. The overall drinking water consumption at Robins AFB would not increase to a significant degree as a result of the Proposed Action implementation, and the increased water usage would not affect the existing water supply at Robins AFB to a significant degree.

4.2 AIR QUALITY

Potential air emissions resulting from the Proposed Action and No-Action Alternative have been evaluated based on the Clean Air Act as amended. The effects of an action are considered significant if they increase ambient air pollution concentrations above NAAQS, contribute to an existing violation of NAAQS, or interfere with or delay the attainment of NAAQS.

4.2.1 No-Action Alternative

No changes to air emissions would occur under the No-Action Alternative because no construction and no changes to 78 AVN TC operations would occur. In addition, air quality is not currently being significantly impacted by the subject site or activities at the site. Implementation of the No-Action Alternative would result in neither significant positive nor significant negative effects on air quality.

4.2.2 Proposed Action

Construction of JCA Training and Simulator Facility: Construction of the JCA Training and Simulator Facility would not cause significant adverse impacts to air quality from fugitive dust emissions. This is because the base uses BMPs routinely during the course of day-to-day operations. The BMPs for dust would include procedures for wetting disturbed portions of the project areas to control dust emissions during periods of excessive dryness, thereby avoiding any significant adverse impacts.

It is estimated that the design/build construction process for the JCA Training and Simulator Facility would begin in calendar year (CY) 2009 and be completed approximately six months later. Implementation of the Proposed Action would increase emissions of carbon monoxide, hydrocarbons and nitrogen oxides from construction employee traffic and operation of heavy equipment during this approximately six-month time period. However, because the increase in commutation trips and emissions from construction worker vehicles would be temporary and emissions from heavy vehicles would also be relatively limited in quantity and duration, these emissions would be insignificant.

78 AVN TC Operations: Since the total number of 78 AVN TC personnel at Robins AFB would increase (by approximately 54 persons during operation of the first training facility and 108 persons when both training facilities are in operation), the amount of air emissions from employee vehicles would increase mobile emission sources. The mobile emission sources would not change air emissions at Robins AFB to a significant degree when compared to the current total emissions associated with Robins AFB and would not increase ambient air pollution concentrations above NAAQS.

Aircraft qualification flights in the C-27J would use the same MOAs and ground operations at Robins AFB would be similar to former B-1B operations, and air emissions from B-1B operations did not produce a significant impact on air quality (B-1B EIS, pages 4-34, 4-37, 4-38 and 4-114). Based on the above-described assessment, implementation of the Proposed Action would not cause violations of the NAAQS and

would not significantly increase air emissions at Robins AFB. Air emissions associated with the Proposed Action would be compliant with Robins AFB's Title V permit.

4.3 WASTE MANAGEMENT AND TOXIC MATERIALS

4.3.1 Wastewater

4.3.1.1 No-Action Alternative

Under the No-Action Alternative, sanitary and industrial wastewater would not be affected. Sanitary wastewater would continue to be generated by the existing 78 AVN TC facilities at current levels. Industrial wastewater is not generated by the existing 78 AVN TC training operation. Thus, implementation of the No-Action Alternative would not result in significant adverse or significant positive impacts on wastewater generation.

4.3.1.2 Proposed Action

Construction of JCA Training and Simulator Facility: The JCA Training and Simulator Facility would be connected to the existing sanitary sewer system lines located along the periphery of the site. Construction activities associated with the Proposed Action would produce neither significant positive nor significant negative effects to sanitary and industrial wastewater generation at Robins AFB.

78 AVN TC Operations: Sanitary wastewater would be generated at the JCA Training and Simulator Facility by students and contract personnel (approximately 54 persons during operation of the first training facility and 108 persons when both training facilities are in operation). The existing sanitary wastewater system line at the Proposed Action Site would be tapped into and used for the disposal of sanitary wastewater generated by the 78 AVN TC training operations. The approximately 108 new personnel at the site (when both training facilities are operational) would generate an estimated 2,862 gallons of sanitary wastewater per day. The impact to the wastewater treatment plant would not be significant based on the plant's capacity of 3.3 million gallons per day (MGD) and the

current average of approximately 2.5 MGD. Because the amount of additional sanitary wastewater generated by the new facilities would be insignificant when compared to the total number of personnel, wastewater currently generated, and treatment plant capacity at Robins AFB, the 78 AVN TC training operations would not cause significant adverse impacts to the sanitary wastewater system.

No industrial wastewater would be generated by 78 AVN TC training operations. 78 AVN TC operations would produce neither significant positive nor significant negative effects on sanitary and industrial wastewater generation at Robins AFB.

4.3.2 Solid Waste

4.3.2.1 No-Action Alternative

No significant adverse or significant positive impacts to solid waste would occur under the No-Action Alternative because no change in the volume or handling of solid waste would occur at Robins AFB, and existing solid waste handling and disposal does not significantly impact the physical environment.

4.3.2.2 Proposed Action

Implementation of the Proposed Action would result in no significant positive or significant negative impacts to solid waste or to the physical environment as it relates to solid waste. As stated in **Section 3.3.2**, Houston County has committed to providing solid waste disposal services to Robins AFB, has a permitted facility with 40 years of useful life, and the county could acquire approximately 50 years of additional capacity through expansion of the landfill if needed. Hence, adequate space is available in the Houston County landfill for the solid waste that would be generated from this project. Waste materials containing ACM would be handled in accordance with applicable regulations (see **Section 4.3.4.2**).

Construction of JCA Training and Simulator Facility: Conducting the Proposed Action would temporarily increase the generation of solid waste from construction activities at the JCA Training and Simulator Facility site. Solid waste would be disposed of in accordance with Section 01560, Part 3, of the Civil Engineering construction contract specifications. Recycling/reuse/composting is strongly encouraged by Robins AFB. Waste materials would be separated for reuse and recycling to the extent possible. Waste that is not recyclable would be disposed by the building contractor in approved local landfill facilities. The building contractor would submit monthly Waste Management Reports to the 78 CEG/CEV solid waste program manager and the project contracting officer.

78 AVN TC Operations: Typical office-type solid waste would be generated from operation of the new JCA Training and Simulator Facility, and would be similar in amount and type to that currently generated by similar operations on Robins AFB. The amount of solid wastes generated from the 108 students and contractors would be insignificant when compared to the total population in the Warner Robins area and to the total number of personnel at Robins AFB. The increase of approximately 108 personnel (during operation of both training facilities) would be approximately less than 0.5 percent of that generated by the current workforce. Solid wastes generated in association with the Proposed Action would be handled in accordance with Robins AFB's ISWMP. Wastes would be recycled to the extent possible and would not cause significant adverse environmental effects.

4.3.3 Hazardous Materials and Waste

4.3.3.1 No-Action Alternative

Under the No-Action Alternative, use of hazardous materials and generation of hazardous waste would not be affected because no construction and no changes to 78 AVN TC operations would occur. In addition, these resources are not currently being significantly impacted by the subject site or activities at the site. The No-Action Alternative would

cause neither significant positive nor significant negative environmental effects related to hazardous materials and hazardous waste.

4.3.3.2 Proposed Action

Construction of JCA Training and Simulator Facility: Hazardous materials, such as fuels for construction equipment and vehicles, would be used during the site development and construction activities. These materials would be used and handled in accordance with Robins AFB's Hazardous Waste Management Plan (HWMP), all applicable regulations and Air Force Instructions. Significant adverse impacts would not occur due to their use.

78 AVN TC Operations: Minor amounts of hazardous waste associated with maintenance of the simulators would be generated from the 78 AVN TC operations at the new JCA Training and Simulator Facility. All maintenance fluids and materials would be tracked and accounted for by the base's Hazardous Material Pharmacy in accordance with the ISSA. Hazardous wastes generated in association with the Proposed Action would be handled and disposed of in accordance with Robins AFB's HWMP, the facility's Hazardous Waste Facility Permit, and all local, state, and Federal regulations.

Universal wastes (fluorescent bulbs) generated from the use of light fixtures would be stored and handled in accordance with the *Standards for Universal Waste Management* (40 CFR Part 273) and Robins AFB's HWMP.

4.3.4 Toxic Materials

4.3.4.1 No-Action Alternative

The No-Action Alternative would cause neither significant positive nor significant negative environmental effects related to toxic materials and toxic waste because toxic materials would not be affected and currently these materials are not significantly impacting the environment.

4.3.4.2 Proposed Action

Construction JCA Training and Simulator Facility: Implementation of the Proposed Action would have no significant adverse or significant positive impact on toxic materials or toxic waste, or the environment as it relates to these materials, because no known ACMs, LBPs, PCBs or PCB-containing equipment would be disturbed by construction at the Proposed Action Site. ACM and LBP inspections/surveys of the affected areas of Building 2336 would be made as necessary prior to renovations. Furthermore, if encountered, any materials or waste would be managed and disposed of in accordance with applicable regulations.

78 AVN TC Operations: Training operations would not involve the use of ACM, LBP or PCB-containing equipment. The use of these materials in new construction at Robins AFB is currently prohibited. Thus, operations at the new facility would not result in significant adverse impacts on the environment related to toxic materials.

4.4 NOISE ENVIRONMENT

4.4.1 No-Action Alternative

Implementation of the No-Action Alternative would not result in significant positive or significant negative effects on the noise environment because the noise environment would not change, and the existing noise environment is not significantly impacted by the subject site or operations at the site.

4.4.2 Proposed Action

Construction of JCA Training and Simulator Facility: Site development and new construction activities would not result in significant adverse impacts to the noise environment because these activities would be short-term, localized and sufficiently distanced from the nearest sensitive noise receptors. Construction would take place in the

elevated noise environment of the flightline area. Workers would wear ear protection, as necessary, for construction activities requiring this level of protection.

78 AVN TC Operations: Noise from future training operations in the new JCA Training and Simulator Facility would not exceed noise levels associated with existing operations, which do not significantly impact the environment. Students and contract personnel would be exposed to noise from the surrounding street and nearby airfield. The Proposed Action Site is located in the area subject to levels between 75 and 79 dB DNL (Middle Georgia Regional Development Center, 2004). These decibel levels are equivalent to those produced by a vacuum cleaner, hair dryer or traffic along a busy street. These levels are below the AFOSH-established exposure limit of 85 decibels (by 8-hour time weighted average) that requires use of Personal Protective Equipment to protect hearing.

Increased noise levels associated with the former B-1B relocation to Robins AFB were mitigated through revision of the AICUZ study and adherence to noise abatement measures within the base air traffic control area (B-1B ROD, pages 11 and 12), and there were insignificant adverse impacts from noise in MOAs (B-1B EIS, page 4-54 and 4-116). Operation of the C-27J would continue to comply with base noise abatement procedures and continue to observe noise sensitive avoidance criteria for MTRs and noise-related Federal Aviation Regulations.

4.5 BIOLOGICAL ENVIRONMENT

4.5.1 No-Action Alternative

The No-Action Alternative would have neither significant positive nor significant negative impacts on the biological environment. Natural vegetation and wildlife resources would not be disturbed.

4.5.2 Proposed Action

No endangered, threatened or sensitive species would be affected by the Proposed Action at the Proposed Action Site, as no species or their habitats are located in this area.

Construction of JCA Training and Simulator Facility: The Proposed Action would not result in a significant negative impact to wildlife or vegetation due to modification or removal of the minimal amount of existing vegetation. The Proposed Action Site and surrounding areas have been disturbed by previous development activities. The Proposed Action Site consists of landscaped grasses and areas of bare soil that offer minimal habitat for wildlife. The size of the area to be developed is insignificant, and the site and surrounding developed areas do not provide suitable wildlife habitat.

78 AVN TC Operations: Operations at new JCA Training and Simulator Facility would not result in a significant impact to wildlife or vegetation because the operations would be primarily administrative in nature.

4.6 CULTURAL RESOURCES

4.6.1 No-Action Alternative

The No-Action Alternative would have no effect on cultural resources because no construction and no changes to 78 AVN TC operations would occur. Cultural resources are not currently being impacted by the subject site or activities at the site. Cultural resources on Robins AFB would continue to be managed and protected as required by federal and state agencies.

4.6.2 Proposed Action

Construction of JCA Training and Simulator Facility: Based on previous survey findings, no archaeological resources would be affected by the Proposed Action. No structures listed or potentially eligible for listing on the NRHP are located on the

Proposed Action Site. No effect on historic cultural resources on Robins AFB would occur due to the proposed construction activities.

Any inadvertent discoveries of historic properties (i.e. post-review discoveries under 36 CFR 800.13) would be processed under provisions of Robin AFB's ICRMP. Therefore, no cultural resources would be affected by implementation of the Proposed Action.

Any necessary construction fill, while its precise source cannot be identified at this time, would come from an existing commercial source fully permitted under applicable laws protecting the environment; therefore, no effect on cultural resources at the borrow area would occur.

78 AVN TC Operations: Operation of the JCA Training and Simulator Facility would not affect archaeological or historic resources at Robins AFB.

4.7 SOCIOECONOMIC ENVIRONMENT

4.7.1 No-Action Alternative

The socioeconomic environment would not change significantly under the No-Action Alternative, when compared to the economy associated with Robins AFB and the Warner Robins area. Robins AFB would continue to exert a significant positive impact on the economy of the Middle Georgia region of influence. However, the benefits of construction and operating dollars associated with the new JCA Training and Simulator Facility would not be realized. Minority populations and low-income populations would not experience disproportionate significant adverse or significant positive impacts. There would be no significant environmental health risks or safety risks to children. Hence, implementation of the No-Action Alternative would result in neither significant positive nor significant negative effects on the socioeconomic environment.

4.7.2 Proposed Action

The Proposed Action would provide additional economic stimulus to the regional economy primarily through new construction expenditures, including construction labor salaries, equipment, materials, site improvements, pavements, communications and utilities. Construction of the new Training and Simulator Facility is expected to cost approximately \$1.6 million. The construction and operation of the JCA Training and Simulator Facility would positively impact the economy, with expenditures for goods and services by the construction contractor, workers, students and training contractors being provided by local businesses.

No significant adverse environmental impacts would occur as a result of the Proposed Action, and no populations (minority, low-income, or otherwise) would be disproportionately impacted. Therefore, no significant impacts with regard to environmental justice would occur.

4.8 TRANSPORTATION AND SAFETY

4.8.1 No-Action Alternative

Under the No-Action Alternative, there would be no significant positive or significant adverse effects on transportation or safety. Without the proposed training and certification, transition to the newer C-27J aircraft could not occur, and improved operational efficiency and safety would not be realized under the No-Action Alternative.

4.8.2 Proposed Action

Construction of JCA Training and Simulator Facility: Construction of the proposed training facility would not cause a significant positive or significant adverse impact on traffic or safety at Robins AFB or in the surrounding area. Construction contractors would be required to follow appropriate Robins AFB and OSHA safety rules during transit to and from the new JCA Training and Simulator Facility site. Construction

vehicles would enter base through Gate 4 and drive approximately 3 miles to the Proposed Action Site, while construction workers in non-commercial vehicles would enter Robins AFB through any of the other entrance gates.

Construction activities would involve the operation of heavy machinery and other equipment. The base would require the construction contractor to implement actions consistent with governing regulations to ensure worker health and safety during construction.

78 AVN TC Operations: Traffic flow would increase slightly in the area of the Proposed Action Site during operation of the new JCA Training and Simulator Facility. Approximately 108 students and contract personnel (during operation of both the new and proposed, future training facilities) would access the facilities daily during each training cycle. The increase in traffic as a result of the approximately 108 additional daily round trips would be insignificant compared to the existing traffic from the approximately 25,584 persons who access the base daily. The overall traffic at Robins AFB would not increase to a significant degree as a result of the Proposed Action implementation. No additional traffic control mechanisms such as the installation of traffic lights or roadway improvements would be needed. Ample parking space would be available near the new JCA Training and Simulator Facility.

With the exception of training activities, H Company's operations would not change and are not significantly impacting transportation or safety at Robins AFB. Training flights would be conducted under the command of a qualified Instructor Pilot who would be at the aircraft controls along with the Student Pilot. Instructor pilots are trained in the safe operation of the aircraft during routine and non-routine flight profiles. Their additional qualification and training includes methods of instruction to the safe operation of the aircraft, while practicing emergency procedures. These certified Instructor Pilots are trained in conducting initial qualification instruction on the aircraft and are signed off by a Check Pilot. While flying "pilots under training", the Instructor Pilot would always be in command of the aircraft and responsible for the safe operation of the aircraft at all

times. Student Pilots would never operate an aircraft without a qualified Instructor Pilot at a set of controls.

Training flights would use established local MOAs and the National Airspace System. BASH information would be used for scheduling MTRs; existing SOPs, including altitude limitations, would be followed when flying over sensitive areas; and flights in the Robins AFB air traffic control area would adhere to all requirements. Because of these facts, and considering that the B-1B operations resulted in no significant impacts on safety (B-1B ROD, pages 9 and 10; B-1B EIS, pages 4-80, 4-82, 4-112, 4-125, 4-133, 5-16 and 5-17), the Proposed Action would not result in significant adverse or significant beneficial impacts on safety.

4.9 CUMULATIVE IMPACTS

Council on Environmental Quality (CEQ) regulations stipulate that potential environmental impacts resulting from cumulative impacts should be considered within an EA. A cumulative impact is the impact on the environment which results from the incremental impact of an action when added to other past, present, and reasonably foreseeable future actions. In accordance with NEPA, a discussion of cumulative impacts resulting from projects that are proposed, currently under construction, recently completed, or anticipated to be implemented in the near future is presented below. One past, one recently completed and five future actions were identified as potentially producing cumulative environmental effects in the area of the Proposed Action Site. These actions are described as follows.

Assignment of C-23C and C-27J Aircraft and Transfer of Facilities from GaANG to GaARNG (past): Environmental impacts associated with the relocation of H Company, 171 AVN REGT, 78 AVN TC from Dobbins ARB in Marietta, Georgia, and beddown at Robins AFB, including aircraft operations and maintenance, were evaluated under separate environmental reviews that determined that these actions would not significantly affect the environment, and that they were adequately analyzed in the following environmental documents:

- Environmental Impact Statement for the Proposed Wing Conversion [to 116th Bomb Wing] and Airspace Modification, dated 1995,
- Environmental Assessment for the Construction and Operation of Aircraft Maintenance Hangar, dated 12 May 2008 (Robins AFB, 2008c), and
- Environmental Assessment for the Construction and Operation of Air Traffic Control Tower, dated 12 May 2008 (Robins AFB, 2008b).

The transfer of building custodial responsibility from the GaANG to the GaARNG and assignment of two C-23 and nine C-27J aircraft and associated maintenance activity are similar to the actions referenced above which have been determined to have an insignificant impact at Robins AFB, and, therefore, would not have a significant impact on the environment.

Fire and Crash Rescue Facility (new): The recently completed Fire and Crash Rescue facility, located on the western side of the airfield (approximately 1,000 feet southeast of the intersection of Eagle Avenue and Perimeter Road) was identified as potentially producing cumulative environmental effects in the immediate vicinity of the Proposed Action Site. The new Fire and Crash Rescue Facility is located immediately south of the new Aircraft Maintenance Hangar site. The facility operates 24 hours daily and is manned by approximately 24 persons per shift. These personnel moved to the new facility from another location on the base. The development of the site has increased the area of impermeable land surface by approximately 1.5 acres (building and paved areas) and resulted in a temporary increase in air emissions, noise, and volume of solid waste and toxic materials generated by construction/demolition activities.

New Air Traffic Control Tower (future): Construction of a new Air Traffic Control Tower (ATCT) for the 78th Operational Support Squadron (78 OSS), located on the western side of the airfield at the corner of Eagle Avenue and Mustang Street was also identified as potentially producing cumulative environmental effects in the immediate vicinity of the Proposed Action Site. The new ATCT would be constructed on the western side of Taxiway J and require the demolition of the existing control tower. The new ATCT would be manned by 26 persons, including support staff, who would transfer from the old ATCT. The ATCT would not operate during “quiet hours” after midnight. The construction

and demolition activities associated with this project would increase the area of impermeable land surface by approximately 0.5 acres, and temporarily increase air emissions, noise, and volume of solid waste and toxic materials generated by construction/demolition activities.

202nd Engineering Installation Squadron (future): Relocation of the 202nd Engineering Installation Squadron (202 EIS) on the western side of the airfield (between Centurion Boulevard and Perimeter Road) was identified as potentially producing cumulative environmental effects in the immediate vicinity of the Proposed Action area. The relocation is projected to occur in the year 2010. The 202 EIS plans to relocate existing vehicle maintenance and headquarters / operations functions to Buildings 2312 and 2350, respectively. Building 2312 is located southeast of the intersection of Eagle Avenue and Phantom Court, north of the Proposed Action Site. Building 2350 is located northeast of the intersection of Lancer Road and Perimeter Road, northwest of the Proposed Action Site. To provide for a vehicle maintenance shop and associated parking shed, this project includes the renovation of approximately 8,550 square feet of existing building space and creation of 15,000 square feet of new parking area. To provide for a headquarters/operations facility, this project includes renovation/addition of approximately 29,000 square feet of existing interior building space to provide communications/electronics, training, shops, office and storage space. Approximately 125 personnel from the 202 EIS would relocate from Middle Georgia Regional Airport in Macon, Georgia, to this area of Robins AFB as a part of this action. The approximately 125 personnel would consist of 16 full-time office/administrative staff and approximately 105 part-time ANG personnel. The 105 GaANG personnel would only be on Robins AFB one weekend per month for training. The shop space is located near the northwest corner of the GaANG apron. This area of the apron is currently in full-time use by the 116 ACW and the rest of the apron space is used occasionally.

The addition of shop space by the 202 EIS would result in an insignificant increase in building maintenance services. The 202 EIS project would increase the area of impermeable land surface by no more than approximately 44,000 square feet (one acre), and temporarily increase air emissions, noise, and volume of solid waste and toxic materials generated by construction/renovation activities. Due to the new operations and 125 additional personnel, on a long-term basis, this project would increase the generation of solid waste and sanitary wastewater, the

consumption of potable water, and the number of vehicles on local roadways and entering Robins AFB.

Aircraft Maintenance Hangar (future): Construction of a new Aircraft Maintenance Hangar for the 402nd Aircraft Maintenance Group on the northern portion of Robins AFB, on the western side of the airfield at the southeastern corner of Perimeter Road and Eagle Street Extension, immediately west of Taxiway C, was identified as potentially producing cumulative environmental effects in the immediate vicinity of the Proposed Action Site. The new Aircraft Maintenance Hangar would be approximately 97,000 square feet in size and would be constructed on an approximately 15-acre parcel of land. Approximately 200 total personnel would be located at the Aircraft Maintenance Hangar, which would operate 24 hours a day (two shifts), seven days a week. Approximately 170 new civilian personnel would be hired for the increased workload anticipated at the hangar.

The construction activities associated with the Aircraft Maintenance Hangar project would increase the area of impermeable land surface by approximately nine acres (including building [about 2.2 acres] and paved areas [about 6.8 acres]) and temporarily increase air emissions, noise, and volume of solid waste and toxic materials generated by construction activities. Due to the new Hangar operations and associated 170 new personnel, on a long-term basis, this project would increase the generation of solid waste and sanitary wastewater, the consumption of potable water, and the number of vehicles on local roadways and entering Robins AFB.

Clear Zone Improvements (future): Proposed improvements within the Clear Zone (CZ) and Graded Clear Zone (GCZ) on the south end of the runway at Robins AFB were identified as potentially producing cumulative effects. These improvements are needed to comply with the requirements of Unified Facilities Criteria (UFC) 3-260-01, *Airport and Heliport Planning and Design* (DOD, 2003), to meet Air Force Materiel Command's (AFMC) directive to eliminate waivers for airfield operations, to meet objectives of the Bird/Wildlife Aircraft Strike Hazard (BASH) Plan by preventing the growth of wildlife habitat in this area, and eliminating the substantial annual cost of cutting vegetation that grows in the wetlands adjacent to the runway, and provides cover for wildlife that access the airfield. The CZ should be prepared and maintained as an aircraft safety area

that is cleared, grubbed of stumps, and free of surface irregularities, ditches and ponding areas. The GCZ measures approximately 1,000 feet long by 2,000 feet wide and encompasses a designated wetland area (Wetland 25), drainages for storm water runoff from the base industrial area, and portions of a Groundwater Treatment System (GWTS) within former Landfill 02. The wetland and former landfill areas provide habitat for birds and other wildlife species. The entire CZ, measuring 3,000 feet long by 3,000 feet wide, encompasses wooded areas and wetlands that also provide wildlife habitat. The proposed improvements within the CZ and GCZ would involve filling approximately 19.5 acres of wetlands, including approximately two acres within the 100-year floodplain, to provide level topography that can be maintained in turf grass adjacent to the runway, and rerouting existing storm water drainage through the area.

The project location is determined by the proximity of the runway and the dimensions of the CZ and GCZ, and there is no practicable alternative to construction within the 100-year floodplain and filling adjacent wetlands. Construction would permanently alter topography to meet the UFC CZ criteria and cause temporary and insignificant impacts to surface water, floodplain, wetlands, storm water, geology and soils, air quality, the noise environment, biological environment, safety, and transportation. Operation after the proposed action would cause only insignificant adverse effects on air quality from minor vehicle emissions during airfield turf maintenance, and the wildlife displaced by the small area of wildlife habitat lost from filling the wetlands would be easily accommodated by the extensive natural areas adjacent to the proposed project site. The purchase of wetland credits from a wetland mitigation bank would compensate for the unavoidable loss of wetlands. There would be no addition of impermeable land surface or personnel associated with the improvements. The Proposed Action would have short-term beneficial impacts on the socioeconomic environment from construction expenditures, improve airfield safety by reducing the potential adverse effects from an aircraft mishap during departure or landing and the risk of bird/wildlife strikes on the airfield.

New Avionics Facility (future): The proposed Avionics Facility on the East Ramp of the airfield at Robins AFB was identified as potentially producing cumulative effects. This action would consolidate 116 ACW avionics maintenance functions within the East Ramp Campus; comply with the 116 ACW Area Development Plan, and the 78th Air Base Wing (78 ABW) and 116 ACW

Long Range Plans to consolidate 116 ACW's functions on the East Ramp in the flightline operations area (closer to the aircraft to improve functional efficiency through proximity); meet the objectives of Robins AFB's Area Development Plan for the physical relocation of various functions to improve overall effectiveness and efficiency of base functions and operations; and free the space needed by Warner Robins-Air Logistics Center (WR-ALC) for its increased primary depot avionics workload and other critical depot missions. The Proposed Action Site, approximately 0.52 acres (excluding the construction laydown area and proposed utility service corridors), is located along Blunk Drive between Buildings 2062 and 2066, and northeast of the Air Mobility Command (AMC) and Joint Surveillance Target Attack Radar System (Joint STARS) aprons.

The Proposed Action consists of the demolition of Buildings 2052 / 2054 and construction and operation of a new Avionics Facility. Building 2052 is a former aircraft fuel cell repair hangar, and Building 2054 is a non-potable water support facility for Aqueous Film Forming Foam (AFFF). The 116 ACW avionics mission function and personnel would transfer to the new facility from Building 645 located in the southern portion of the base. Demolition would include Buildings 2052 / 2054, and approximately 17,000 square feet of existing pavement would be demolished with full depth removal of asphalt pavement, aggregate base, and any concrete. Existing utilities would be capped, removed, and /or replaced as necessary in the utility corridors servicing existing Building 2052. As part of the Proposed Action, 36 full-time personnel would move from the temporary facilities in Building 645. Operation would be 24 hours a day in three shifts of approximately 12 to 15 persons per shift during weekdays and on one weekend per month. The facility would be designed to accommodate up to 50 employees in the future (a net increase of 14 persons).

Demolition of Buildings 2052 / 2054 and construction and operation of the new Avionics Facility with associated personnel move from Building 645 would result in no significant adverse direct or indirect effects on environmental resource components. Demolition of Buildings 2052 / 2054 and construction of the 116 ACW Avionics Facility would result in minor, temporary adverse effects on storm water from disturbed soils, air quality from construction equipment emissions, hazardous/toxic material generation from demolition materials, noise from increased construction traffic and equipment activity, transportation from increased construction traffic, and beneficial effects on the socioeconomic

environment from construction expenditures for goods and services. Operation of the proposed Avionics Facility would result in no adverse effects on environmental resources. There would be no net increase in the area of impermeable land surface. There would be minor beneficial effects on the local economy from the purchase of goods and services.

The projects on the western side of the airfield, including the proposed JCA Training and Simulator Facility construction, would take place in an area of about 12 acres between the GaANG apron and Perimeter Road. During operation, all of these facilities, except for the new Avionics Facility, would be accessed by travel along Perimeter Road on the western side of the base. The Avionics Facility and the site for the CZ improvements are located on the east side of the airfield and would be accessed by travel on Richard Ray Boulevard and Beale Drive on the eastern side of the base. Potential direct and cumulative effects of the above-listed future projects would be addressed through environmental reviews, existing permit requirements and by permit modifications as necessary.

These projects, including the proposed and future simulators, would result in the maximum cumulative increase of 497 personnel who would work in the cumulative effect area. Approximately 417 new personnel would be added, and the remainder (80 persons) would transfer from other work areas of the base. The Fire and Crash Rescue Facility, Aircraft Maintenance Hangar and JCA Training and Simulator Facility are either scheduled, or could be scheduled, to operate for 24 hours per day. The 105 GaANG personnel associated with the transfer of the 202 EIS to Robins AFB would be on base only one weekend per month. This would result in a net cumulative daily increase of 312 persons (417 new personnel daily – 105 new GaANG personnel one weekend per month) who would access the base daily.

These projects would result in a cumulative increase of approximately 12.7 acres of impermeable surface, including new buildings and paved areas. Cumulative increases in storm water runoff due to increased impermeable area of approximately 12.7 acres at the above-described project sites would occur. Site-specific design features would be

employed at each of the individual project sites to limit the volume and rate of storm water runoff so that the effect from the cumulative volume of runoff would be insignificant. The construction contractor would be required to implement practices under individual approved Erosion, Sediment and Pollution Control Plans, as applicable to each project requirement, to control storm water runoff so that adverse effects on storm water and surface water quality would be insignificant. Implementation of LID design techniques, use of natural areas, and maximizing groundwater infiltration on the sites would reduce the cumulative increases in storm water runoff to prevent significant negative effects to surface waters. Because of these control measures, the resulting cumulative effects on storm water volume, quality, and surface water quality would be insignificant.

There would be a daily cumulative increase in potable water demand of approximately 7,900 gallons per day, and a maximum cumulative increase of approximately 12,800 gallons per day during GaANG training weekends. This would result in an increase of approximately one percent in daily potable water usage when compared to the current base population of 25,584 persons. On GaANG training weekends, the cumulative potable water demand would increase to 12,800 gallons per day, but the daily base demand would be less than during the work week. Current water use is estimated to be approximately 25 percent of the available capacity, so the cumulative increase in demand would not affect the existing water supply to a significant degree. Using the same reasoning, the cumulative increase in sanitary wastewater generation would be about 12,800 gallons per day. The cumulative impact on the sanitary wastewater treatment plant would not be significant based on the plant's capacity of 3.3 MGD, and the current average of approximately 2.5 MGD.

Cumulative increases in the generation of solid waste would occur from construction/demolition activities. Waste materials would be recycled as feasible and would not be significant when compared to the total solid waste generation for Robins AFB. Solid waste generated from construction of the JCA Training and Simulator Facility and CZ improvements would represent a minimal cumulative contribution

because no demolition is required by this action. The cumulative increase in office-type solid waste generation would be about one percent relative to the existing base population and insignificant when compared to the total population in the Warner Robins area and to the total number of personnel presently at Robins AFB. Houston County has committed to providing solid waste disposal services to Robins AFB, has a permitted facility with 40 years of useful life, and the county could acquire approximately 50 years of additional capacity through expansion of the landfill if needed.

The construction phase of these actions would increase carbon monoxide, hydrocarbons and nitrogen oxides from construction employee traffic and operation of heavy equipment. Construction of the Fire and Crash Rescue Facility has been completed, and the construction phases for the other projects may not overlap. Any cumulative increase in emissions from construction worker vehicles would be temporary and insignificant to the environment when considered in the context of current Robins AFB's operations and the existing air quality of nearby areas. Air emissions from operation of the new JCA Training and Simulator Facility would result in a minor cumulative contribution to air emissions in the area. The cumulative amount of air emissions from employee vehicles would increase about one percent above the current total emissions associated with Robins AFB's current vehicle emission level and would not increase ambient air pollution concentrations above NAAQS.

Aircraft qualification flights in the C-27J would use the same MOAs and ground operations at Robins AFB would be similar to former B-1B operations, and air emissions from B-1B operations did not produce a significant impact on air quality. Operation of the C-27J aircraft would not increase ambient air pollution concentrations above NAAQS.

The effects of noise generation from construction activities associated with the projects would be temporary and insignificant. Noise would not have a cumulative adverse effect on the environment. These facilities would be located in the elevated noise environment of the flightline, and long-term combined operations of these facilities would not increase the noise levels to a significant degree. The C-27J would replace old C-23C aircraft

presently operating at Robins AFB. At a slant distance of 1,000 feet from the aircraft, the sound exposure level (SEL) for the C-27J is marginally louder than for the C-23C that it would replace (80 vs. 74 dB; NGB and USACE, 2008), and the C-27J is considerably more quiet than the B-1B that has an SEL of 114 dB at a comparable distance from the sound receptor. The former B-1B mission did not have a significant impact on the noise environment (B1B EIS, pages 4-140 and 4-142), and these aircraft are no longer assigned, nor operating from the base.

Conducting these actions would produce slight positive effects within the region of economic influence during the construction of the facilities. The cumulative effect of the projects would result in significant economic benefits to the local economy.

The daily cumulative increase in traffic volume along Perimeter Road in this area would be approximately one percent during weekdays. The maximum cumulative increase in traffic volume could occur when the GaANG personnel were training, but training only occurs on one weekend per month during which time traffic volume would be less than the normal weekday volume. Traffic control measures could be implemented along the affected portion of Perimeter Road in the future if potentially significant traffic congestion develops during shift changes. The daily cumulative increase in traffic volume along Richard Ray Boulevard and Beale Drive would be minor.

Training flights would be conducted under the command of a qualified Instructor Pilot. While flying “pilots under training”, the Instructor Pilot would always be in command of the aircraft and responsible for the safe operation of the aircraft at all times. Student Pilots would never operate an aircraft without a qualified Instructor Pilot at a set of controls. Training flights would use established local MOAs and the National Airspace System. BASH information would be used for scheduling MTRs, and flights in the Robins AFB air traffic control area would adhere to all requirements. Because the B-1B operations resulted in no significant impacts on safety, the Proposed Action would not result in significant adverse cumulative impacts on safety.

The construction and operation of the JCA Training and Simulator Facility would not produce significant adverse or significant positive short-term or long-term cumulative effects. The Proposed Action in combination with the other projects/actions would not produce a significant adverse or significant positive cumulative effect on the remaining environmental resources because the Proposed Action would not make a significant contribution to potential effects, and the other listed projects/actions were not identified as significantly impacting these resources. Thus, a significant cumulative effect would not occur from the implementation of the Proposed Action.

5.0 LIST OF PREPARERS

Charles Allen, P.E. – Independent Technical Reviewer, URS - Mr. Allen has a B.S. in Civil Engineering, and is a Professional Engineer with over 35 years experience on a variety of NEPA environmental impact assessments, civil, geotechnical, and seismic engineering projects, Phase I and II Environmental Site Assessments, waste stream and pollution prevention projects, environmental permitting, and hazards analysis. He has served as the Independent Technical Reviewer for several NEPA EAs prepared on behalf of 78 CEG/CEV and for several other Federal agencies including U.S. Department of Veterans Affairs, U.S. Department of Justice, U.S. Army Corps of Engineers, U.S. Postal Service, among others.

Kenneth Branton – Program Manager, URS - Mr. Branton has a B.S. in Mining and Petroleum Engineering. He is a retired Lieutenant Colonel (LtCol) from the U.S. Air Force with 22 years of service as a Bioenvironmental Engineer. LtCol Branton served as the Deputy Director of Environmental Management at Robins AFB and the Chief of the Environmental Restoration Division from 1991-96. He also served as the Deputy Director of the Air Force Environmental Research Laboratory at Tyndall AFB from 1996-98. He completed the Shipley course on “*How to Manage the EIAP/NEPA Process: Air Force Specific (EIAP)*” in 1992 and has conducted environmental impact assessments and served as the Independent Technical Reviewer on numerous Air Force and FEMA projects. Mr. Branton has ten years’ experience as a consultant environmental engineer of which seven years has been at Robins AFB as a Senior Program Manager managing all types of environmental projects for the conservation, compliance, remediation, and pollution prevention programs.

Patricia Slade – Project Manager, URS - Ms. Slade has a B.S. in geology and more than 20 years of experience in NEPA documentation, environmental planning, environmental due diligence, and geological studies. She has served as the NEPA Project Manager for previous projects completed for the Air Force, U.S. Army Corps of Engineers, Federal Emergency Management Agency, U.S. Department of Justice, U.S. Department of Veterans Affairs, U.S. Postal Service, among others. She works on a

variety of inter-disciplinary projects, including storm water/NPDES permitting, Phase I ESAs and Phase II investigations, geotechnical investigations, asbestos and lead-based paint surveys, cultural resources surveys, indoor air quality surveys, county-wide flood damage reduction projects, and regulatory compliance projects. She has performed or managed completion of numerous NEPA documents for a variety of federal and state agencies.

Larry Neal – Project Manager, URS - Mr. Neal has a B.A. in biology and a M.S. in biological oceanography. He has more than 30 years of experience in NEPA documentation, environmental planning, and natural resource management involving projects for many DoD Departments, including the AF and Air Force Reserve Command (AFRC). He has more than 13 years experience in performing natural resources management, comprehensive planning, and NEPA compliance activities and studies at Robins AFB and in preparing associated technical deliverables. He has provided onsite staff support in NEPA, cultural and natural resources management to Headquarters AFRC. Since 1999, he has served as a Task Leader for many of the natural resources studies and management plans for Robins AFB. He has provided related environmental services, including third-party independent technical review of NEPA documents, for other Air Force Commands and Bases, the Army, the Marine Corps, the Corps of Engineers, Department of Agriculture, Veterans Administration, state government, and private industry.

Chris Taylor – Environmental Scientist, URS - Mr. Taylor has a B.S. in geology and more than 19 years of relevant experience in environmental due diligence, NEPA documentation, and geological studies. He has prepared several NEPA EAs on behalf of 78 CEG/CEV and worked with other federal authorities for proposed development projects including the Air Force, U.S. Army Corps of Engineers, U.S. Department of Veterans Affairs, Federal Aviation Administration, U.S. Postal Service, among others. He works on a variety of inter-disciplinary projects, including Phase I ESAs and Phase II investigations; geotechnical investigations; asbestos, lead-based paint, lead in drinking water and radon surveys; indoor air quality surveys; and regulatory compliance projects.

6.0 PERSONS CONTACTED

Heinz Butt – 78 CEG/CECE

Rebecca Crader, 78 CEG/CEVP

James Gillis – 778 CES/CEPP

Stephen A. Hammack – URS Corp (78 CEG/CEVP On-site Archaeologist)

Mark Hickman – 78 CEG/CEVP

Fred Otto – 78 CEG/CEVP

Cpt. Barry Simmons – Commander, CO H 171 AVN REGT

Ken Werner – 116 CES/CEC

Ken Wharam, 78 CEG/CEVOS

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APPENDIX A

ROBINS AIR FORCE BASE BACKGROUND INFORMATION

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This appendix presents relevant background information on Robins Air Force Base. Only sections relevant to the subject EA are included.

1.0 INTRODUCTION

This appendix describes the existing environment in the area potentially affected by the alternatives being evaluated. The chapter begins with a description of the location, history, and current missions of Robins AFB. The remainder of the chapter is organized based on descriptions of the components of the environment that may be affected, in the following order: physical environment, air quality, biological environment, cultural resources, land use, noise environment, safety, socioeconomic resources, infrastructure, and waste management. The effects of the alternatives on the baseline conditions of each environmental component are evaluated in Chapter 4, Environmental Consequences.

2.0 BASE DESCRIPTION, HISTORY, AND CURRENT MISSIONS

Not relevant to this EA.

3.0 PHYSICAL ENVIRONMENT

Not relevant to this EA.

4.0 AIR QUALITY

Not relevant to this EA.

5.0 BIOLOGICAL ENVIRONMENT

Not relevant to this EA.

6.0 CULTURAL RESOURCES

Not relevant to this EA.

7.0 LAND USE

Not relevant to this EA.

8.0 NOISE ENVIRONMENT

Not relevant to this EA.

9.0 SAFETY

Not relevant to this EA.

10.0 SOCIOECONOMIC RESOURCES

Not relevant to this EA.

11.0 INFRASTRUCTURE

The infrastructure of Robins AFB provides an overview of existing utilities (water supply, wastewater collection and treatment systems, and energy distribution systems) and transportation systems.

11.1 Water Supply System

Not relevant to this EA.

11.2 Sanitary Sewer System

Not relevant to this EA.

11.3 Industrial Wastewater System

Not relevant to this EA.

11.4 Electrical System

Not relevant to this EA.

11.5 Central Heating and Cooling Systems

Not relevant to this EA.

11.6 Natural Gas System

Not relevant to this EA.

11.7 Liquid Fuels Systems

Not relevant to this EA.

11.8 Air-Propane Mixing System

Not relevant to this EA.

11.9 Utility Systems Summary

Not relevant to this EA.

11.10 Transportation Systems

11.10.1 Off-Base Transportation System

Not relevant to this EA.

11.10.2 On-Base Transportation System

This section discusses the transportation system on Robins AFB. Transportation data were collected from prior reports and studies, as presented in the Base Comprehensive Plan (RAFB, 1990), as well as from ongoing transportation planning activities at the base.

Roadways

The general layout of the system consists of streets running east-west and north-south, concentrated in the administrative/industrial area between First and Fifth Streets and in the community center area between Seventh and Twelfth Streets. Perimeter Road extends northward from Gate 1 around to the east side of the airfield, with Hannah Road continuing southward to Seventh Street. South Perimeter Road wraps around the southern end of the base, and Page Road parallels SR 247 on the eastern border of the base.

Approximately 88 percent of Robins AFB employees live off-base. Therefore, about 22,465 people enter and leave the base on an average workday, not including other vehicle trips associated with base activities. Access to the base is through six gates along the western perimeter of the base. All gates are controlled by military personnel during hours of operation. The gates are located at the major east-west streets: First Street (Gate 1), Watson Blvd (Gate 3), Peacekeeper Way (Gate 4), Fifth Street (Gate 5), and the south end of Robins Parkway (Gate 14). Two additional gates provide access to the West Robins Housing Development across SR 247 from the main base. Gate 3 is classified as the main entrance gate and is open 24 hours daily. The visitors' center is located adjacent to this gate.

Robins Parkway is the major north-south artery within the Robins AFB street system, connecting at its south end with Russell Parkway at Gate 14. Gate 3 is located on the west end of Watson Blvd at Byron Street. Traffic control on Robins AFB is maintained by signalized intersections, base security police, and signage. The access road that carries the largest traffic volume entering and leaving the base is SR 247, followed by Watson Boulevard, Green Street, and Russell Parkway.

A relatively high demand is placed on the base parking system since private automobiles represent nearly 90 percent of all work trips made on the base. A shortage of conveniently located parking currently exists, with the greatest deficiencies concentrated in the central portion of the base along the western boundary.

12.0 WASTE MANAGEMENT

12.1 Solid Waste

Not relevant to this EA.

12.2 Hazardous Materials and Waste

Not relevant to this EA.

12.3 Toxic Materials and Waste

12.3.1 Pesticides

Not relevant to this EA.

12.3.2 Asbestos Containing Materials

A base-wide asbestos survey for friable asbestos-containing material (ACM) was completed in March 1988. The known friable ACM then was removed in four phases. Friable ACM has now been removed from approximately 98 percent of base facilities. Friable ACM continues to be removed from base facilities through renovation and construction activities. ACM surveying and sampling are included in renovation and construction project activities. Costs for ACM removal also are included in renovation/construction project cost estimates.

12.3.3 Polychlorinated Biphenyls

Robins AFB completed inspection and removal of all transformers and other large capacitors containing polychlorinated biphenyls (PCBs) at concentrations greater than 50 ppm in July 1991, thereby achieving “PCB-free” status. PCB management programs now focus on proper disposal of smaller capacitors, including fluorescent light ballasts that are not regulated under TSCA but pose a risk of liability to the base under CERCLA if they are disposed of as municipal solid waste and contaminate municipal landfills.

12.4 Contaminated Sites

Not relevant to this EA.

12.5 References

Robins AFB (RAFB). July 1996. *Pollution Prevention Management Action Plan for Warner Robins Air Logistics Center, Robins AFB, Georgia*. Final Plan. Prepared for Environmental Management Directorate, Robins Air Force Base, Georgia.

Warner Robins - Air Logistics Center (WR-ALC). May 2006. *Hazardous Waste Reduction Plan* Robins Air Force Base, Georgia.

APPENDIX B

AGENCY/PUBLIC CORRESPONDENCE

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**PUBLIC NOTICE
FOR THE
DRAFT FINAL ENVIRONMENTAL ASSESSMENT AND DRAFT FINDING OF NO SIGNIFICANT
IMPACT FOR THE CONSTRUCTION AND OPERATION OF JOINT CARGO AIRPLANE
TRAINING AND SIMULATOR FACILITY AT BUILDING 2336 AT ROBINS AIR FORCE BASE,
GEORGIA**

Robins Air Force Base (AFB) announces the availability for public review and comment of the proposed Draft Final Environmental Assessment (EA) and Draft Finding of No Significant Impact (FONSI) for the Construction and Operation of a Joint Cargo Airplane Training and Simulator Facility at Building 2336 at Robins AFB, Georgia.

The proposed action includes the construction and operation of a new Joint Cargo Airplane (JCA) Training and Simulator Facility at Building 2336 to train air crews of the 78th Aviation Troop Command (AVN TC) of the Georgia Army National Guard on the operation of the C-27J Spartan tactical transport aircraft. The 78th AVN TC would operate and support the C-27J and associated training at the West Ramp facilities at Robins AFB.

A copy of the proposed EA and FONSI are available for public viewing and comment for the next 30 days in the Nola Brantley Memorial Library (also known as the Houston County Library), 721 Watson Blvd., Warner Robins, GA, 478-923-0128. For questions or comments, please contact the 78 Air Base Wing Office of Public Affairs at 478-926-2137 or the address below:

78 ABW/PA
620 9th St., Bldg. 905, Rm. 215
Robins AFB, GA 31098

Public Notice in 18 April 2009 Houston Home Journal
for the JCA EA.




OFFICE OF PLANNING AND BUDGET

Sonny Perdue
Governor

Trey Childress
Director

GEORGIA STATE CLEARINGHOUSE MEMORANDUM EXECUTIVE ORDER 12372 REVIEW PROCESS

TO: Rebecca Crader
78 CEG/CEVP
Dept. of the Air Force

FROM: Barbara Jackson 
Georgia State Clearinghouse

DATE: 5/5/2009

SUBJECT: Executive Order 12372 Review

PROJECT: Draft Final EA: Construction and Operation of Joint Cargo Aircraft Training and Simulator Facility at Building 2336 (Robins AFB, GA)

STATE ID: GA090414002

The State level review of the above referenced document has been completed. As a result of the environmental review process, the activity this document was prepared for has been found to be consistent with state social, economic, physical goals, policies, plans, and programs with which the State is concerned.

Additional Comments: The applicant/sponsor is advised to note additional comments from DNR's Historic Preservation Division.


/bj

Enc.: DNR/EPD, May 1, 2009
DNR/HPD, May 5, 2009

Form SC-4-EIS-4
Oct. 2008

GEORGIA STATE CLEARINGHOUSE MEMORANDUM
EXECUTIVE ORDER 12372 REVIEW PROCESS

TO: Barbara Jackson
Georgia State Clearinghouse
270 Washington Street, SW, Eighth Floor
Atlanta, Georgia 30334

FROM: DR. CAROL COUCH 
GA DNR-EPD DIRECTOR'S OFFICE

APPLICANT: Dept. of the Air Force - Robins AFB, GA

PROJECT: Draft Final EA: Construction and Operation of Joint Cargo Aircraft Training and Simulator Facility at Building 2336 (Robins AFB, GA)

STATE ID: GA090414002

FEDERAL ID:

DATE: 5.1.09

- ☒ This notice is considered to be consistent with those state or regional goals, policies, plans, fiscal resources, criteria for developments of regional impact, environmental impacts, federal executive orders, acts and/or rules and regulations with which this organization is concerned.

This notice is not consistent with:

- ☐ The goals, plans, policies, or fiscal resources with which this organization is concerned. (Line through inappropriate word or words and prepare a statement that explains the rationale for the inconsistency. (Additional pages may be used for outlining the inconsistencies. Be sure to put the GA State ID number on all pages).
- ☐ The criteria for developments of regional impact, federal executive orders, acts and/or rules and regulations administered by your agency. Negative environmental impacts or provision for protection of the environment should be pointed out. (Additional pages may be used for outlining the inconsistencies. Be sure to put the GA State ID number on all pages).

- ☐ This notice does not impact upon the activities of the organization.

NOTE: Should you decide to FAX
this form (and any attached pages),
it is not necessary to mail the
originals to us. [404-656-7916]

RECEIVED

MAY 01 2009

GEORGIA
STATE CLEARINGHOUSE

Form SC-3
Oct. 2008

Georgia Department of Natural Resources

Chris Clark, Commissioner

Historic Preservation Division

W. Ray Luce, Division Director and Deputy State Historic Preservation Officer
34 Peachtree Street, NW, Suite 1600, Atlanta, Georgia 30303-2316
Telephone (404) 656-2840 Fax (404) 657-1040 <http://www.gashpo.org>

MEMORANDUM

TO: Barbara Jackson
Georgia State Clearinghouse
270 Washington Street, SW, Eighth Floor
Atlanta, Georgia 30334

FROM: Elizabeth Shirk *ES*
Environmental Review Coordinator
Historic Preservation Division

RE: Finding of "No Historic Properties Affected"

PROJECT: Robins AFB: Construct Joint Cargo Aircraft Training/Simulator Facility, #2336
Federal Agency: AF
GA-090414-002

COUNTY: Houston

DATE: May 4, 2009

The Historic Preservation Division (HPD) has reviewed the information received concerning the above-referenced project. Our comments are offered to assist federal agencies and their project applicants in complying with the provisions of Section 106 of the National Historic Preservation Act.

Based on the information submitted, HPD has determined that no historic properties or archaeological resources that are listed in or eligible for listing in the National Register of Historic Places will be affected by this undertaking. Furthermore, any changes to this project as proposed will require further review by our office for compliance with Section 106.

If we may be of further assistance, please do not hesitate to contact me at (404) 651-6624, or Michelle Volkema, Environmental Review Specialist, at (404) 651-6546. Please refer to the project number assigned above in any future correspondence regarding this project.

ES:mcv

cc: Kristina Harpst, Middle Georgia RDC

RECEIVED

MAY 05 2009

GEORGIA
STATE CLEARINGHOUSE